

CA4 ON HBL A05  
C51P4C  
1987 -

URBAN / MUNICIPAL

CENTRAL AREA PLAN IMPLEMENTATION  
COMMITTEE August 25, 1987 -









CA4 ON HBL A05  
C51 P4C

## CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

August 25, 1987

P5-4-7-9

TO: All Members Absent From The August 21st C.A.P.I.C. Meeting

Re: Revised Draft Central Area Plan Update

Attached is a copy of the revised Update for your information and review.

Outstanding policy issues were dealt with by C.A.P.I.C. at the August 21, 1987 meeting. → see CA3 ON HW Q60  
87 C12

In order to meet our tight time schedule, we request written or oral comments prior to September 7, 1987 (see attached Flow Chart). A comment form is attached to assist in summarizing your comments.

Comments will be reviewed by the Editing Sub-Committee which will recommend appropriate revisions to C.A.P.I.C. Interested members are encouraged to attend the Editing Sub-Committee meetings to discuss any comments or questions. Editing Sub-Committee meetings are scheduled for:

- o Friday, August 28, 1987 at 9:00 a.m. in Room 264; and,
- o Friday, September 4, 1987, at 9:00 a.m. in Room 264.

It is expected that the Central Area Plan, as revised based on comments from Members and City Departments, can be endorsed by C.A.P.I.C. at its next meeting. This will allow for a Fall presentation of the Plan.

If you have any comments or questions, please contact me at 526-4148.

Yours truly,

B. Janssen, Secretary  
C.A.P.I.C.

BJ/dkp  
Attach.

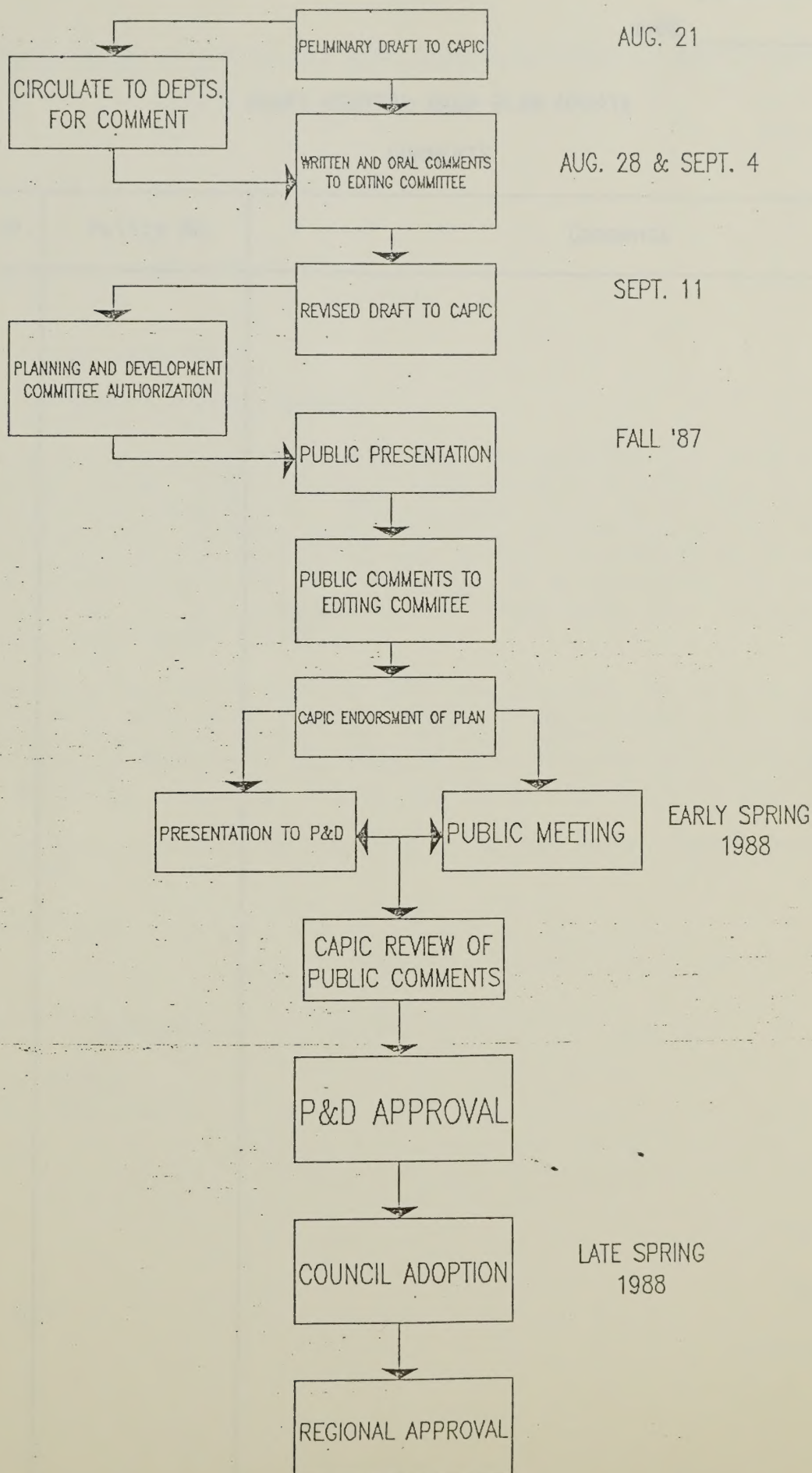
WP 0186P

c.c. - Members Present at August 21st Meeting





# CENTRAL AREA PLAN UPDATE - PROCESS OF ADOPTION





DATE \_\_\_\_\_

NAME \_\_\_\_\_

DRAFT CENTRAL AREA PLAN UPDATE

COMMENTS

Page No.	Policy No.	Comments

DATE

TIME

WILLIAM HENRY HARRIS

RECEIVED

NAME	ADDRESS	CITY





## CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

\* file with  
Agendas / Minutes

P5-4-7-9

CA 4 ON HTBLAOS  
CSIPL4  
1985

November 13, 1987

TO ALL CAPIC MEMBERS

RE: GO TRAIN EXTENSION PROGRAM

As you may have heard, the Province has now completed the technical analysis phase of the GO Train Extension Program and will be holding open houses for the public on November 23rd, 24th and 25th. It is expected that the technical recommendations regarding route, stations, level of service, storage and staging will be presented at the open houses. Therefore, interested members, particularly those on the GO Train Extension Sub-Committee are encouraged to attend. We have also requested another presentation from the consultant and a January date appears likely.

Although we have had a break in CAPIC meetings over the last few months, it is now time to get back on track. A CAPIC meeting has been scheduled for Friday, December 4th at 9:30 in Room 219. At this meeting, it is hoped that CAPIC will endorse the Central Area Plan which will enable the Plan to be presented to the public. An agenda for the meeting will be forwarded shortly.

If you have any questions regarding the above, please contact Bill Janssen at 526-4148.

Yours truly,

*Bill Janssen*

for

David Godley  
CAPIC Co-Ordinator

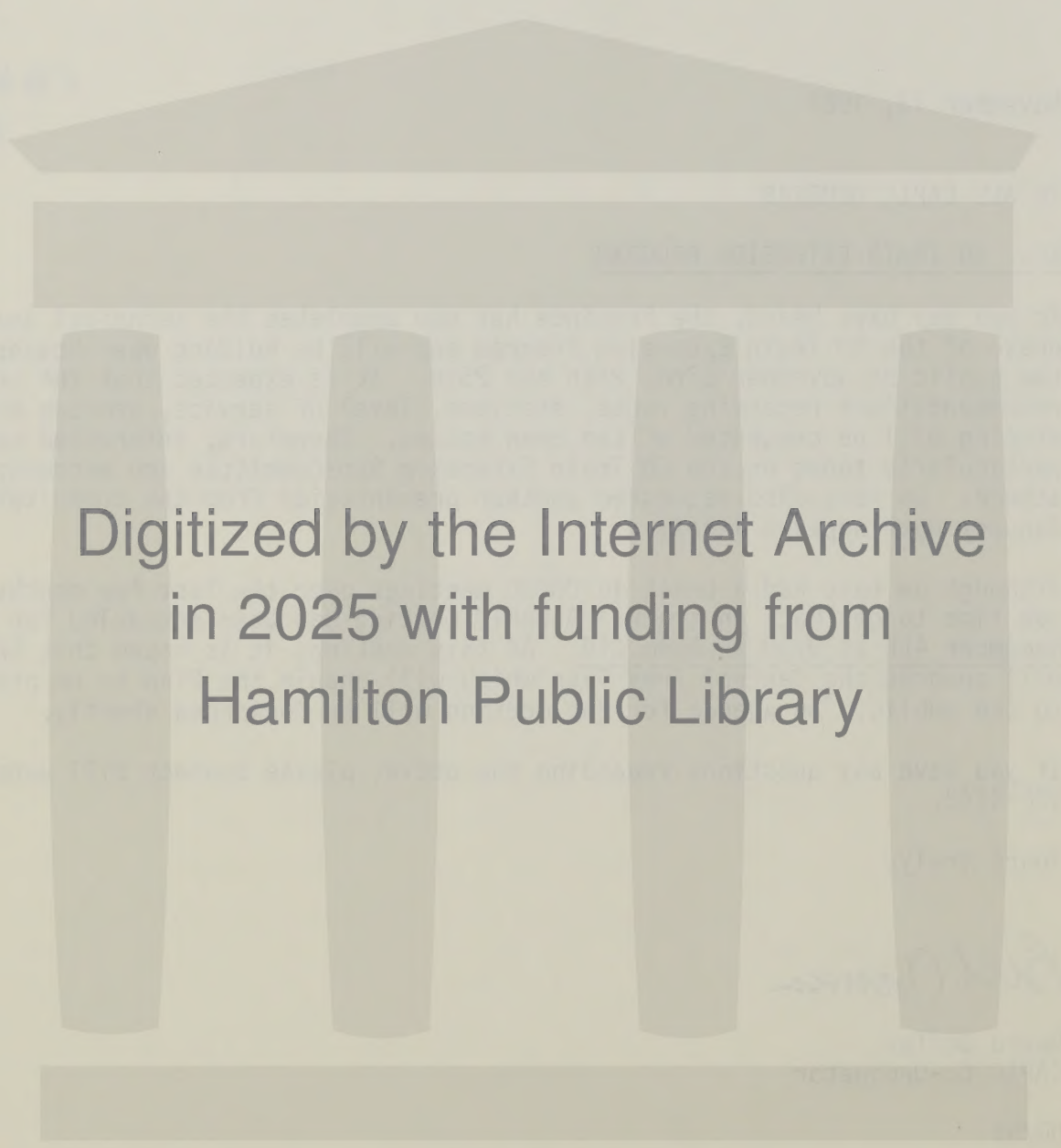
DG/af

URBAN MUNICIPAL

NOV 19 1987

WP 0056P

GOVERNMENT DOCUMENTS



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Ministry of  
Transportation and  
Communications

DEPT.				
NEIGH.				
DEV.				
ASST.				
UNIT.				
CHIEF				
ADM.				

Toronto Area Co-ordinating Office  
3rd Floor, West Tower  
1201 Wilson Avenue  
Downsview, Ontario  
M3M 1J8

November 9, 1987

Mr. W. Janssen  
Hamilton CAPIC  
Planning and Development Dept.  
City Hall  
Hamilton, Ontario  
L8N 3T4

Dear Sir:

As part of the GO Train Service Expansion Program the Ministry of Transportation, in conjunction with GO Transit and the Regional Municipality of Hamilton-Wentworth and Halton, is continuing with a study to assess the expansion of GO train service between Burlington and Hamilton.

The study includes public involvement and is being carried out in accordance with the requirements of the Ontario Environmental Assessment Act.

Public information centres at which the study and its technical recommendations may be reviewed have been arranged as follows:

- o Central Public School Gymnasium  
75 Hunter Street West, Hamilton, Ontario  
3:00 p.m. to 9:00 p.m. Monday, November 23, 1987
- o Burlington City Hall, Room 247  
426 Brant Street, Burlington, Ontario  
3:00 p.m. to 9:00 p.m. Tuesday, November 24, 1987
- o Central Public School Gymnasium  
75 Hunter Street West, Hamilton, Ontario  
3:00 p.m. to 9:00 p.m. Wednesday, November 25, 1987

In addition special previews have been arranged for the executive of interested community groups. You are invited to attend one of these which will be open at 2:00 p.m. prior to the information centres being opened to the public at large.





Mr. W. Janssen  
November 9, 1987

Page 2.

Some brochures describing the study are enclosed for distribution within your organization, and others will be distributed by mail throughout the study area.

If you have any queries, please call me at 235-3969.

Yours Truly,



BRO:vm  
MT File 210-13  
cc: J. Sutherns

Brian R. Ogden  
Project Manager





## PUBLIC INFORMATION CENTRES

Information centres have been arranged as shown below. They will be staffed by Study Team representatives who will be able to discuss the project with you. Your input into the study recommendations is being sought and you are encouraged to attend one of the centres to express your views.

MONDAY NOVEMBER 23, 1987

3:00 p.m. to 9:00 p.m.

Central Public School Gymnasium

75 Hunter Street West

Hamilton, Ontario

TUESDAY NOVEMBER 24, 1987

3:00 p.m. to 9:00 p.m.

Burlington City Hall, Room 247

426 Brant Street

Burlington, Ontario

WEDNESDAY NOVEMBER 25, 1987

3:00 p.m. to 9:00 p.m.

Central Public School Gymnasium

75 Hunter Street West

Hamilton, Ontario

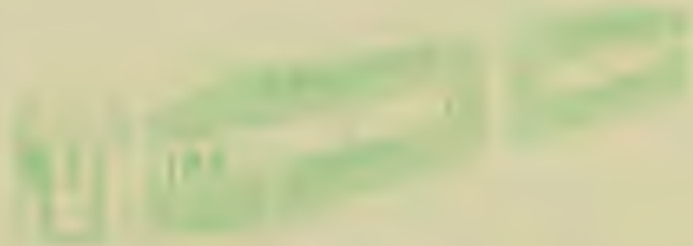
For further information, please contact:

Mr. Brian Ogden, Project Manager, Toronto Area Co- ordinating Office, Ministry of Trans- portation, West Tower, 1201 Wilson Ave., Downsview, Ontario, Tel.: (416) 274-3477 M3M 1J8	Mr. John Sutherns, Consultant, Project Manager, McCormick Rankin, 60 Briarwood Ave., Mississauga, Ontario, L5G 3N6
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Tel.: (416) 235-3969

# GO TRAIN SERVICE EXPANSION PROGRAM

## BURLINGTON TO HAMILTON



## Brochure 2 NOTICE OF SECOND ROUND OF INFORMATION CENTRES

NOVEMBER 1987



Ministry of  
Transportation



THE REGIONAL  
MUNICIPALITY OF  
HALTON



TRANSIT



THE REGIONAL  
MUNICIPALITY OF  
HAMILTON-WENTWORTH

## BACKGROUND UPDATE

Full GO train service currently operates in the Lakeshore corridor between Oakville and Pickering, with 3 daily trains extending to the Hamilton CN Station. Full service is projected to be extended from Oakville to Burlington within five years, and the current study is to investigate the feasibility of expanding GO Train service between Burlington and Hamilton.

The study began early this year and the background work, along with identified route and service alternatives, was reviewed during a series of presentations, meetings, and public information centres in June 1987. Since June, analysis of the alternatives has been carried out, and the key issues identified during the first stage of the study have been examined in detail.

The purpose of this brochure is to inform the public about the work carried out on the study so far, and to announce the second series of public information centres. These centres, to be held in Hamilton and Burlington during the last week of November, 1987, will be part of the second round of public review, in which all interested people are invited to examine and comment on the analysis of alternatives and the technically preferred option.

It should be noted that the study is being carried out in accordance with the requirements of the Environmental Assessment Act.

## PLANNING STUDY ORGANIZATION

The study of the expansion of GO Train service between Burlington and Hamilton is a joint provincial/municipal undertaking, with participation by the Ontario Ministry of Transportation, GO Transit, the Regional Municipality of Hamilton-Wentworth and the Regional Municipality of Halton. A Project Team, comprising representatives of each organization, directs the study with input from local municipal staff, government agencies, technical organizations, concerned interest groups, local elected officials and interested individuals. The Project Team is assisted in carrying out the study by a group of professional consultants headed by McCormick Rankin, Consulting Engineers.

## PUBLIC INVOLVEMENT

Public participation is an essential part of the planning process. The input of individuals and organizations during the first round of public review and throughout the study has been used in the development and analysis of alternatives. Further opportunities for public participation in the GO Train Service Expansion Program will focus on the series of information centres to be held in November 1987, and on a final round of public review in 1988. Local newspaper advertisements, mailed announcements and brochures are used to publicize the times and locations of these information centres within your area.



## ALTERNATIVES

The purpose of the study is to determine the most feasible means of expanding GO Rail service between Burlington and Hamilton. The complete solution requires consideration of a complex set of inter-related alternatives. Areas in which basic alternatives have been analyzed include:

- Route (see Key Plan)
  - CNR corridor
  - CPR/TH&B corridor
- Train Service
  - frequency and schedules
- Station Location (see Key Plan)
  - downtown Hamilton Terminal: CN or CP/TH&B station
  - intermediate station: Waterdown Road, Kay Drage Park and/or Main Street
- Train Storage (see Key Plan)
  - rail yards in Hamilton, Burlington and Toronto (not shown).
- Staging
  - increase train frequency and/or extend service to an intermediate terminus.

Each basic alternative has, in turn, a variety of sub-alternatives to be considered.

## ANALYSIS

Alternatives have been analyzed to determine their advantages and disadvantages and the changes that would result in comparison to retaining the existing GO Train service on the CN line, using the following factors:

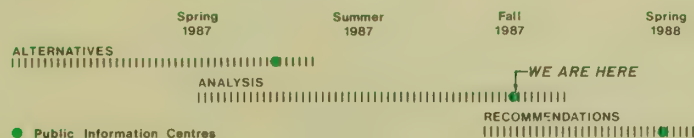
- Social Effects
- Natural Environmental Effects
- Economic Effects
- Transportation Service
- Cost
- Implementation and Staging

In addition, the three key issues identified in the first part of the study (CP Hunter Street Tunnel, CN Hamilton Yard, and Economic Benefits) have been examined in detail.

The complete analysis will be available for review and discussed at the upcoming public information centres. In addition, a technically preferred solution will be identified at the centres.

The identification of the technically preferred alternative has taken into account both the analysis and the views expressed by the public and elected officials during the first round of public review. Detailed evaluation and further refinements will follow from this second round of public review.

## STUDY SCHEDULE





# BURLINGTON TO HAMILTON

## GO TRAIN SERVICE

## EXPANSION PROGRAM

### LEGEND

- Study Area
- Existing GO Rail Route
- Alternative GO Rail Route
- Other Rail Lines
- Possible GO Stations
- Possible GO Train Storage Yards





## CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

P5-4-7-9

November 25, 1987

TO ALL CAPIC MEMBER

RE: NEXT CAPIC MEETING

This is a reminder that the next CAPIC meeting has been scheduled for:

FRIDAY, DECEMBER 4th, 1987

in ROOM 219, CITY HALL

Attached is a copy of the Agenda for the upcoming meeting, as well as the minutes for the September 11th meeting. In addition, the latest draft of the Central Area Plan, revised in light of recent comments, is attached. A notice regarding the Hamilton Perimeter Road Study Workshop on December 3rd is also attached for your information.

It is hoped that CAPIC will endorse the plan so that it can be presented to the public in February. Prior to endorsation, members will be given the opportunity to express their thoughts about the Plan.

We look forward to seeing you at this next meeting and hearing your opinions on the Plan.

Yours truly,

*David Godley*

D. Godley  
CAPIC Co-Ordinator

/dkp

URBAN MUNICIPAL

DEC 1 1987

GOVERNMENT DOCUMENTS







## CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

### CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

#### MEETING

FRIDAY, DECEMBER 4th, 1987

ROOM 219, CITY HALL

#### A G E N D A

1. Chairman's Remarks
2. Review of the Minutes of the September 11th meeting.
3. **Central Area Plan Update** - Movement policies - Sub-Committee;  
*→ coded separately as  
CA30N HWQ60  
87 C21N* - Endorsation of Draft Plan (attached); and,  
- Next steps - Open House.
4. Unfinished Business - GO Train Extension Program and role of CAPIC;  
- Greeting with the Hamilton Harbour Commissioners regarding Waterfront Recreation policies; and,  
- E-Zoning Study - participants on the Advisory Committee
5. Other Business - Staff resources.
6. Next Meeting.
7. Adjournment.

For further information, please call Bill Janssen 526-4148.

/dkp







THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Department of Engineering  
71 Main Street West, Hamilton, Ont. L8N 3T4 (416) 526-4170

I.D. #0007D(31)

Refer to File No. T111-11  
Attention of E.M.Gill  
Your File No.

November 18, 1987

CAPIC  
Local Planning Branch  
Planning & Development Dept.  
Att: Wm. Janssen, Co-Ordinator

DG BJ

Hamilton Perimeter Road Study Workshop  
December 3, 1987

Dear Sir/Madame:

The Hamilton Perimeter Road Study has progressed to Phase II; the functional planning phase. Additional design-level-of-detail work is proceeding on alternative alignments west of Bay Street adjacent to the proposed Waterfront Park, and preliminary functional plans are being prepared for the remainder of the project.

You are cordially invited to attend Workshop No. 3 of the Hamilton Perimeter Road Study. The purpose of the Workshop is to appraise you of the process to be followed with respect to a Class Environmental Assessment for Municipal Road Projects; to discuss alternative alignments west of Bay Street; to present study findings to date; and to review and discuss preliminary functional plans for portions of the technically preferred alignment.

The Workshop is being held in three separate sessions to allow you some flexibility in scheduling your attendance. The details are as follows:

Date: Thursday, December 3, 1987  
Time: 10:00 a.m., 2:00 p.m., or 7:00 p.m.  
Place: Hamilton Convention Centre  
Room - Albion C

Would you please R.S.V.P. to Mrs. Ruth Stewart at 526-4277 to confirm which session you wish to attend.

*Ted Gill*

E. M. (Ted) Gill  
Project Manager - Roads

EMG:mm





CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

MEETING

FRIDAY, SEPTEMBER 11, 1987 AT 9:30 A.M.

M I N U T E S

MEMBERS ATTENDING

John Nolan - Chamber of Commerce, Vice-Chairman  
Clodagh Stoker-Long - Social Planning and Research Council  
Mark Boyak - Real Estate Board  
David Cohen - Corktown, Stinson  
Gloria DeSantis - Social Planning and Research Council  
Ozzie Ferguson - United Senior Citizens  
Arthur Lomax - Hamilton Automobile Club  
Kay Nolan - Separate School Board  
Charles Forsyth - First Place  
Gil Simmons - North End

REGRETS

Alderman David Christopherson - Chairman  
Russell Elman - Durand and COST  
Andrew Burghardt - McMaster University  
Allan Calvert - Economic Development Department

STAFF

Martin White - Traffic Department  
Caroline Floroff - Local Planning  
Rosemary Campbell - Municipal Non-Profit (Hamilton) Housing Corp.  
Bill Janssen - Local Planning





### CHAIRMAN'S REMARKS

1. John Nolan, acting as Chairman in Alderman Christopherson's absence, called the meeting to order. He welcomed Gloria DeSantis to the meeting who will be attending in place of Kim Van Lowve, who had resigned. He also welcomed Martin White from the Traffic Department, Caroline Floroff from Local Planning and Rosemary Campbell.

### REVIEW OF THE MINUTES OF THE PREVIOUS MEETING

2. Gil Simmons noted that she should be included in the "Regrets", since she had informed staff of her absence.

She also noted that she has concerns with policies in the Plan relating to "through-traffic" in residential areas.

3. Art Lomax said that on Page 5, Item 20 he did vote in favour of including the Leisure Centre concept in the Central Area and therefore the minutes should be revised accordingly. In addition, he requested that item 18, page 4, be revised so that it is noted that he support the concept of a leisure centre in locating in the Central Area.
4. The Minutes of the August 21st meeting were adopted as revised.

### CENTRAL AREA PLAN UPDATE

5. Bill Janssen said that comments regarding the revised update had been received from:

CAPIC Members: Kay Nolan  
Art Lomax  
David Cohen  
Gil Simmons  
Russell Elman

Departments/  
Staff: Social Services  
Transportation Department  
Rosemary Campbell

The Editing Sub-Committee has met twice to review and discuss these comments. As a result, there are a number of comments (suggested revisions) that the Sub-Committee would like to bring to the attention of CAPIC members.



6. Central Area Plan - revisions to August draft

a) Page 2 - Goals

It was suggested that the following be added to the list of goals:

"Provide an attractive, lively, human scale environment with appropriate physical, social and human infrastructure."

It was agreed that this be included as a goal.

Gil Simmons suggested that an addition goal regarding environmental concerns be included in this section. Members agreed that this be included but left specific wording to staff.

b) Page 5, 5th Paragraph

It was suggested that the word "tenure" be changed to "incomes" or other appropriate wording to avoid confusion. It was agreed that "tenure" should be reworded, or alternatively a definition of tenure should be provided in the Glossary.

c) Policy 4.1 (ii)

Bill Janssen questioned if the intent of this policy is to require only high density residential in the Downtown Core.

Arthur Lomax suggested both medium and high density residential development should be permitted.

It was agreed that the words "high-density" be deleted from the policy, which would permit "residential development" in general in the Downtown Core.

d) Policy 4.1.1 (iii)

Art Lomax suggested "re-routing of traffic" be changed to "traffic ameliorations" since re-routing of traffic is only one option to protect residential areas.

It was agreed that this wording should be changed to reflect all measures for minimizing the impact of traffic on residential areas. Specific wording will be determined by staff.





e) Policy 4.4.5

It was agreed that this policy be reworded as follows:

"In keeping with existing policy, through-traffic will not be routed through residential areas."

f) 4.5 Parks - Introduction

It was agreed that a statement recognizing the present shortage of park space in the Central Area be included in the introduction.

Gil Simmons mentioned that LACAC is presently considering the designation of historic parks. Any one with any interest or comments regarding this matter should contact her.

David Cohen suggested that the concept of woonerfs should be provided for in the Parks Section. He noted that a definition of woonerf is provided for in the Glossary, however, it is not referred to in the Plan. With the lack of parkland available in the Central Area the possibility of using streets for recreation becomes important.

Charles Forsyth agreed that the woonerf is an important concept which will contribute to the residential environment of the Central Area.

It was agreed that the woonerf concept be put into the plan and appropriately cross-referenced in the Movement, Residential Neighbourhoods, Parks and Recreational Uses Sections.

g) Policy 4.6.7

Arthur Lomax suggested that pedestrian and bicycle links between the Waterfront and Dundurn Castle are not feasible since a bridge would have to be constructed over the railroad tracks. Therefore, he suggested that this policy be deleted.

Gil Simmons said that as part of the Perimeter Road Study, consideration would be given to establishing pedestrian/bicycle links along the Waterfront, west of the Park.

It was agreed that the intent of the policy is to provide links to the west, however, it was also agreed that a link from the Waterfront to Dundurn Castle would not be feasible. Therefore, policy should be reworded as follows:

"The waterfront area will be linked to the west by means of pedestrian and bicycle paths."





h) 4.8 Movement

David Cohen outlined his concerns with Section 4.8 - Movement (see attached for specific comments). His major concerns include:

- o differences between crude road capacities vs. environmental capacities and measures to ensure appropriate environmental capacities.
- o identifying traffic as a service to people.
- o identifying the proper mixture of persons and vehicles in the Central Area.
- o implications of parking lots on the built environment.
- o unsuitability of mixing pedestrians with bicycles and bicycle routes.

Gil Simmons identified the Movement Section as one of the most important aspects of the Plan.

Arthur Lomax suggested that these concerns could be incorporated into the Plan without major revisions. He suggested that the Plan already addresses many of the concerns.

A Sub-Committee was established consisting of Art Lomax, David Cohen and Gil Simmons to discuss possible revisions to the Movement Section.

i) Policy 4.9.23

It was agreed to expand this policy, so that it will read as follows:

"Prior to demolition, Council will consider:

- (i) the architectural, historical, and contextual importance of the building; and,
- (ii) the contribution of the replacement building to the built environment."

j) Policy 4.9.25

It was suggested that this policy be deleted since architectural features are only important in the context of the building.

It was agreed that this policy should remain as is. As a last resort if a building is going to be demolished, efforts should be taken to ensure the significant features are retained.



k) Section 4.10, Compatibility of Uses

It was suggested that statements be included in this section concerning environmental quality in the Central Area.

Gil Simmons said although environmental concerns are alluded to throughout the Plan, specific mention of environmental concerns and quality should be made in the Plan. A definition of "environment" should also be included in the glossary.

Arthur Lomax said policies addressing environmental concerns should apply through the entire City. He suggested that appropriate policies may already exist in the Official Plan.

Caroline Floroff said the Official Plan contains policies regarding pollution, energy, property maintenance, and the residential environment which would apply throughout the City. Additional environmental policies are scattered through the Official Plan.

It was agreed that "environment" be defined in the glossary, including both the broad and specific uses of the term.

7. Bill Janssen said a preliminary budget is being prepared by the Planning Department for 1988. Included in the budget are staff requirements. Last year two additional planners were requested to work on Central Area Plan Implementation Studies: one for Urban Design Section and one for the Neighbourhood Section. Although the Planning and Development Committee approved the addition of one planner, it was turned down by Council. He asked if it is still CAPIC's wish that the additional two planners be hired? If so, this will be outlined in our Section's 1988 requirements to Victor Abraham. In addition, CAPIC should begin to formulate an approach to ensure approval of the additional staff.

All members agreed that the two additional planners are still required, and therefore should be requested.

NEXT MEETING

8. No date was set for the next meeting. The meeting date will be set by the Chairman.

ADJOURNMENT

9. The meeting was adjourned at 12 noon.

B.J.:nd

W.P. DOC. 0463P





## DRAFT CENTRAL AREA PLAN UPDATE

## COMMENTS

Page No.	Policy No.	Comments
22	4.8	<p><u>MOVEMENT</u></p> <p>A comprehensive transit system, embracing both public and private transit, is an essential <u>service</u> for the Central Area. The system serves to <u>integrate</u> traffic with the desired living and working environment.</p> <p>Forms of private transit are: automobile, truck, motorcycle, bicycle, feet, boat; forms of public transit are: buses (motorized and tram), taxis, trains, <del>planes</del>, plane, boat, automobile (carpools). The automobile is likely to remain the dominant form of private transportation for the foreseeable future; the population-to-vehicle-registration ratio in Hamilton, which stood at 1:0.75 in 1985, is not likely to abate. Buses are likely to be the dominant form of public transit for the foreseeable future.</p> <p>Up to <del>reach</del> a point the mixture of pedestrians and vehicles, public and private, is not seriously harmful. But because traffic creates obvious dangers of injury to drivers and pedestrians, noxious fumes, noise, vibration, dust, visual intrusion, stress (parental anxiety over children in traffic) going beyond that "point" has serious implications for the short and long term wellbeing of people.</p> <p>Thus limits on traffic <u>access</u> in the Central area must be realized for the integration of traffic and the desired living and working environment to succeed. Such limits must apply to the volume and speed of traffic. There must be an assessment of the objective requirements to achieve the desired environmental amenity. For example, it might be agreed that traffic noise must be at such a level so as not to interfere with a normal sidewalk conversation. Or it could be agreed that a greater volume of traffic than X cars per hour is incompatible with the degree of ease of pedestrian movement striven for.</p> <p>In setting these limits, it should be recognized that streets have a <u>crude</u> capacity for traffic and an <u>environmental</u> <del>in</del> capacity. The crude capacity relates only to the movement and parking of vehicles; the environmental capacity relates to</p>





DRAFT CENTRAL AREA PLAN UPDATE  
COMMENTS

Page No.	Policy No.	Comments
22	4.8 (cont'd)	the need to restrain the volume of traffic in order to maintain environmental standards. The environmental capacity, obviously, must be our criterion; to make the crude capacity criterion work, traffic engineering techniques and an ever-increasing supply of parking are called for, with the inevitable erosion of the environment the result.
		<del>Key</del> (Delete "Key improvements")
	4.8.1	Priority should be given to establishing a properly proportioned traffic, etc.
	4.8.2	Roads should be properly maintained and priced as part of...Central Area. The pricing of the roads should take into account the "marginal social costs"--the value of other goods and services(including leisure) that are given up by all members of society because a vehicle takes a trip along a road. Charges for road use should be computed accordingly. Monies so accrued should go to the reduction of fares for public transit and its general enhancement.
	4.8.5	Add: At the same time such new roads should be evaluated for the amount of added traffic volume they will create.
	4.8.7	Delete 1st sentence
	4.8.9	Delete
	4.8.13	Delete
	4.8.3	Delete





## CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

September 3, 1987

CA4 ON HBL A05  
CSIP4C  
1987

### MEMORANDUM

TO: ALL CAPIC MEMBERS  
FROM: Bill Janssen  
RE: Next CAPIC Meeting

The next regular CAPIC meeting has been scheduled for:

Friday, September 11, 1987 at 9:30 a.m.  
in Room 219, City Hall

Attached is a copy of the Agenda for the upcoming meeting, as well as the minutes for the August 21st meeting.

We look forward to seeing you all at this next meeting.

Yours truly,

A handwritten signature in cursive script, reading "Bill Janssen", is written over the typed name.

Bill Janssen  
Secretary, CAPIC

BJ/dkp







# CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

## CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

### M E E T I N G

FRIDAY, SEPTEMBER 11, 1987

ROOM 219, CITY HALL

### A G E N D A

1. Chairman's Remarks
2. Review of the Minutes of the August 21st meeting
3. Central Area Plan Update - review of comments received
  - revisions to Plan
  - next steps
4. Unfinished Business - GO-Train Extension Program and the role of CAPIC
  - Meeting with Hamilton Harbour Commissioners regarding Waterfront Recreation policies.
5. Other Business
6. Next Meeting
7. Adjournment

For further information, please call Bill Janssen at 526-4148.







# CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

## CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE MEETING

FRIDAY, AUGUST 21, 1987 - 9:30 a.m.

### M I N U T E S

#### Members Attending

Alderman David Christopherson	- Chairman
Kay Nolan	- Separate School Board
David Cohen	- Corktown-Stinson
John Nolan	- Chamber of Commerce
Arthur Lomax	- Hamilton Automobile Club
Clodagh Stoker-Long	- Social Planning and Research Council
Russell Elman	- Durand and COST
Mark Boyak	- Hamilton Real Estate Board
Ozzie Ferguson	- United Senior Citizens
Bruce Rankin	- Hamilton Society of Architects

#### Regrets

Andrew Burghardt	- McMaster University
Robert Webb	- Public School Board
Charles Forsyth	- First Place

#### Staff

Bill Janssen	- Local Planning
Allen Calvert	- Economic Development Department



### CHAIRMAN'S REMARKS

1. The Chairman called the meeting to order. He welcomed Allen Calvert from the Economic Development Department to the meeting.

He said that the Editing Sub-Committee has completed its review of the Central Area Plan and a revised draft has been prepared and will be distributed at the meeting. Outstanding policy issues will be dealt with at this meeting. Comments on the revised draft of the Plan are requested and will be considered before CAPIC endorses the Plan and it is presented to the public.

### MINUTES OF THE PREVIOUS MEETING

2. Arthur Lomax said that reference to a GO-Train Station in Waterdown should specify that it will be at Waterdown Road, in order to avoid possible confusion.
3. The Minutes of the July 3rd meeting were adopted as revised.

### THE CENTRAL AREA PLAN UPDATE

#### Process for Implementation

4. Alderman Christopherson outlined the process for adoption of the Central Area Plan as an Official Plan Amendment based on the attached Flow Chart. Important steps include:
  - o presentation to the public, in the possible form of a travelling display this fall;
  - o presentation of the Plan to the Planning and Development Committee and at a Public Meeting in early spring 1988; and,
  - o Council adoption of the Plan in late spring, 1988.

#### Policy Issues

##### a) Implementation Appendix

5. Alderman Christopherson identified the following concerns with the Implementation Appendix:
  - o the major concerns of the Department with actions in the Implementation Appendix;





- o Council approval will lock the City into undertaking the identified action. There is little flexibility for the City if changing circumstances make the recommended actions impractical or obsolete; and,
- o politically, it may be difficult to receive approval with the number of detailed and binding actions recommended in the Appendix.

As a result of these concerns, discussions were held with staff and the Editing Sub-Committee who agreed that the Implementation Appendix should be removed from the Central Area Plan. The implementation of the Plan should remain with CAPIC and as a result the Implementation Appendix can remain as a plan for CAPIC.

6. Russell Elman agreed that the Implementation Appendix should not be included as part of the Central Area Plan. He suggested that CAPIC is the implementation body for the Plan and should continue to function as such.
7. David Cohen suggested that since the mandate of CAPIC is to implement the Central Area Plan, the actions outlined in the Implementation Appendix should serve as a guide for CAPIC in developing an implementation study.
8. Arthur Lomax said with the number of plans and actions included in the Implementation Appendix, Department and Agencies have had a negative reaction to the Plan. By removing the Implementation Appendix, the Central Area Plan is simplified.
9. It was moved by Russell Elamn and seconded by Bruce Rankin that the Implementation Appendix be removed from the Central Area Plan Official Plan Amendment. All members were in favour.

#### The Future Role of CAPIC

10. Alderman Christopherson outlined the following alternatives regarding CAPIC's role once the Central Area Plan is adopted:
  - o CAPIC could disband until such time as a new Update for the Plan is required. In the interim, ad hoc committees could be established to deal with special issues as they arise; or,
  - o CAPIC to continue to implement the policies of the Plan and recommend appropriate actions to the Planning and Development Committee.

The role of CAPIC beyond the approval of the Central Area Plan should be addressed in the Central Area Plan.



11. Russell Elman said the future role of CAPIC has already been approved by Council, which established CAPIC to provide an implementation strategy for the Central Area Plan. Since this has yet to be done, CAPIC's role is to continue to implement the Plan.

He suggested that the Central Area Plan should have a policy which reaffirms the establishment of CAPIC to implement the Plan.

12. Alderman Christopherson said CAPIC should continue to act as a pro-active group in the implementation of the Plan. However, CAPIC may wish to react to certain issues where warranted as in the case of the GO Train Expansion Program.
13. It was moved by Russell Elman and seconded by Kay Nolan that the Central Area Plan recognize the existence of CAPIC to develop the implementation in strategy of the Central Area Plan. All members were in favour.

#### Downtown Core

14. Bill Janssen suggested that the area named the "Commercial Core" be changed to "Downtown Core" since:

- o the downtown is not just a commercial centre, but is also a government and service centre; and,
- o the area is most commonly called the Downtown.

In addition, he suggested that policies be included within the section to recognize and enhance the government and service role of the downtown.

15. Arthur Lomax suggested that the downtown is also a cultural centre. He said the downtown should be recognized as a Regional Centre.
16. It was agreed that the name of the "Commercial Centre" be changed to "Downtown Core" with written clarification that the area is the Central Hamilton Downtown Core.

#### Leisure Centre

17. Bill Janssen asked for clarification of CAPIC's position on the development of a leisure centre in the Central Area.
18. Arthur Lomax identified that the general policies of the Plan do not prohibit a leisure centre. Specific mention of the centre is not appropriate, particularly since a preferred location is specified. This will give the project a special status above and beyond other projects.

He noted that he was not opposed to the leisure centre concept.





19. Russell Elman suggested that the concept of the leisure centre should be stressed in the policy, not the location. If an idea of an eastern anchor is important, it should be a separate policy.
20. All members except Aurthur Lomax were in favour of the concept of a leisure centre in the Central Area. An appropriate policy will be included in the Section 4.7.3, Recreational Uses.

In addition, all members were in favour of a policy within the Downtown Core section which encourages the establishment of an eastern anchor.

#### Compatible Uses

21. Bill Janssen suggested that general policies in the Mixed Use section which encourage compatibility, including the performance standards, be moved to a specific section which will provide for the compatibility of uses throughout the Central Area. All members agreed.

#### Relocation of Industry

22. Bill Janssen questioned the need for a policy which encourages the relocation of obnoxious industries from the Central Area.
23. Mark Boyak mentioned that Policy 4.1, Page 24, had been recommended for deletion by the Development Controls Sub-Committee.
24. David Cohen said that this is an important issue. Industries which are not compatible with the major activities of the downtown should be relocated. Obnoxious industries detract from the quality of the environment affecting people who live, work and visit the downtown. In the Central Area Plan, policies provide for a human scale and attractive environment. This environment will be adversely affected by obnoxious industries.

In order to achieve a quality environment, the Central Area Plan should quantify various means to ensure a certain environment. Measures could include expected levels of noise, pollution, health and safety.

25. John Nolan said that industries in the Central Area are either growing or are declining; if they are declining, they will eventually shut down; if they are growing, they need the space and ability to expand. The Plan should be sensitive to certain industries that add to the economic base of the Central Area and have been here for many years and have the right to remain. The Plan should provide for these businesses while providing for alternative uses for dying and non-appropriate industries.



26. Bruce Rankin said that policies in the Plan already address the need to allow appropriate industries to expand, the compatibility of industries with surrounding uses and an improved environment. Policy 4.1 could be deleted and these policies would address the members' concerns.
27. It was agreed that Policy 4.1 on Page 24 be deleted. However, policies of the Mixed Use, Mixed Industrial/Commercial and Compatibility of Uses Section related to "new" industries should also apply to existing industries.

#### Through Traffic in Neighbourhoods

28. Bill Janssen said that there has been concern about the rewording of Policy 1.4 (Page 26) and Policies 2.2 and 3.1 (Page 35) reducing the extent to which these policies can minimize through traffic in neighbourhoods. These policies were reworded based on the recommendations of the Operational Matters Sub-Committee's recommendations, as a result of discussion with representatives from the Traffic Department.

29. Russell Elman suggested the following rewording for Policy 3.1:

"In order to minimize disturbance and enhance the residential amenity, wherever feasible, through traffic will not be routed through residential areas."

He also suggested that Policy 1.4 could be similarly reworded. This would eliminate specific mention of arterial roads, which change over time depending on traffic patterns.

30. David Cohen expressed concerns about the words "wherever feasible" and suggested the policy could be strengthened.
31. There was general agreement that the suggested wording changes should be incorporated in the Plan.
32. Item #4 of the Agenda (GO Train Extension Program and the role of CAPIC) was tabled until the next meeting.

#### Next Meeting

33. The date of the next CAPIC meeting will be set by the Chairman.

#### Adjournment

34. The meeting was adjourned at 12:30 p.m.

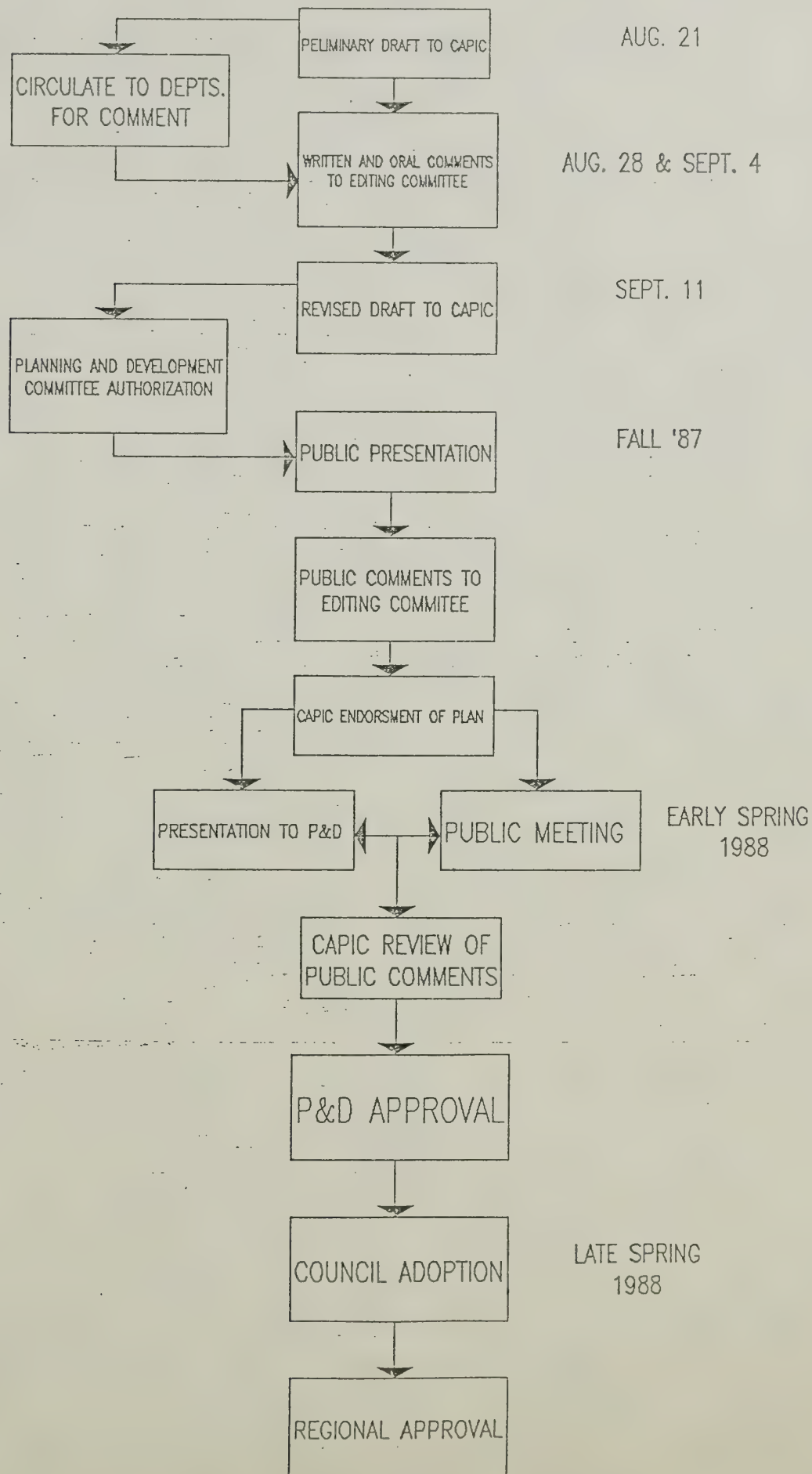
BJ/dkp  
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WP 0186P





# CENTRAL AREA PLAN UPDATE - PROCESS OF ADOPTION





CALONABL A05  
C51P4C



## CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

P5-4-7-9

December 30, 1987

TO ALL CAPIC MEMBERS

RE: NEXT CAPIC MEETING

This is a reminder that the next CAPIC meeting has been scheduled for:

FRIDAY, JANUARY 8TH, 1988 at 9:30 A.M.

IN ROOM 219, CITY HALL

Attached is a copy of the Agenda for the upcoming meeting, as well as the Minutes for the December 4th meeting. In addition, attached for your information is:

- o The approved neighbourhood plan for Corktown Neighbourhood. This map also indicates zoning;
- o Recent article in the Globe and Mail on the GO Extension; and,
- o Maps showing existing zoning and major ownership of lands in the area surrounding the T.H. & B. stations,

1987 has ended on a positive note, with CAPIC's endorsation of the draft Central Area Plan to present to the public. We would like to thank CAPIC members for their hard work and patience during the long editing process. It is hoped that in '88 the Plan will be approved as an Official Plan Amendment.

We wish you all a healthy and happy New Year and look forward to seeing you at the next meeting.

Yours truly,

*David Godley*

David Godley  
CAPIC Co-Ordinator

BJ/dkp  
Attachs.

WP 0186P

URBAN MUNICIPAL

JAN 6 1988

GOVERNMENT DOCUMENTS







## CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

### CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE MEETING

Friday, January 8th, 1988 at 9:30 a.m.

Room 219, City Hall

### A G E N D A

1. Chairman's Remarks.
2. Review of the Minutes of the December 4th, 1987 meeting.
3. Unfinished Business.
4. GO-Train Extension Program - presentation by Consultant followed by discussion.  
(see attached maps for information).
5. Other Business.
6. Next Meeting - January 22nd?  
- Future meeting schedule.
7. Adjournment.

For further information, please call Bill Janssen at 526-4148.

BJ/dkp  
Attach.

WP 0186P

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# CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE MEETING

FRIDAY, DECEMBER 4, 1987 - 9:30 a.m.

## MINUTES

### Members Attending

Alderman David Christopherson	- Chairman
Russell Elman	- Durand and COST
Gabriel Etele	- Downtown B.I.A.
Clodagh Stoker-Long	- Social Planning and Research Council
Gloria DeSantis	- Social Planning and Research Council
David Cohen	- Corktown-Stinson
Gil Simmons	- North End
Andrew Burghardt	- McMaster University
Ozzie Ferguson	- United Senior Citizens
Arthur Lomax	- Hamilton Automobile Club
John Nolan	- Chamber of Commerce
Charles Forsyth	- First Place
Mark Boyak	- Hamilton Real Estate Board

### Regrets

Kay Nolan	- Separate School Board
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### Staff

David Godley	- Local Planning
Caroline Floroff	- Local Planning
Bill Janssen	- Local Planning
Roland Karl	- Traffic Department
John Robinson	- Community Development Department

### Press

Kevin Marron	- Globe and Mail
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### CHAIRMAN'S REMARKS

1. The Chairman called the meeting to order. He welcomed Gabriel Etele, Executive Director of the Downtown B.I.A., as a new member.

### MINUTES OF THE PREVIOUS MEETING

2. David Cohen requested his comments on page 5, Item h), the second and third point be revised as follows:
  - o identifying traffic as a service to environmental areas;
  - o identifying the proper mixture of persons and motorized vehicles in the Central Area.
3. The Minutes of the September 11th meeting were adopted as revised.

### THE CENTRAL AREA PLAN UPDATE

4. Alderman Christopherson said a draft update of the Central Area Plan has been prepared. CAPIC is being requested to endorse this draft to take to the public. It should be noted that the Plan is still flexible and can be changed. As part of the public participation process further changes are likely. However, he suggested that if CAPIC members are generally comfortable with the version of the Plan it should be endorsed and taken to the public for impact.

He asked members to express their thoughts on this latest draft of the Central Area Plan.
5. David Godley said the Plan has been thoroughly revised and considerable time has been given to develop this latest version of the Plan. It is now time to take this document to the public.
6. Charles Forsyth said that CAPIC should endorse the Central Area Plan and go with this document to the public.
7. Russell Elman said the Plan is a good working document and should be taken to the public. He noted that the Plan could still be subject to some technical rewording.
8. Clodagh Stoker-Long agreed that the Plan should now be presented to the public.
9. Gloria DeSantis also agreed that the Central Area Plan should be presented to the public to allow for public input.



10. Gabriel Etele said that since he is a new member he has not yet had the opportunity to review the Plan. However, since the document is only a draft and is subject to change he will support presentation of the document to the public.
11. David Cohen said he had some strong reservations concerning the Plan and suggested that CAPIC must have total confidence in the document. He said the Central Area Plan is an important document to the City and as such should be consistent in its approach and intent.

He said that in spite of his reservations, he supports endorsement of the Plan in order to present it to the public.

12. John Nolan said although some members may have reservations about the Plan, this version is a compromise of views and thoughts. As a compromise document the Plan can be supported and presented for public input.
13. Roland Karl said he has no objection to the overall intent of the Plan, although he did have a number of specific comments which were dealt with at a later point of the meeting.
14. Gil Simmons agreed with comments recommending that the Central Area Plan be presented to the public. However, she did have reservations on the Plan's position on the Perimeter Road and the GO-Train service extension.
15. Andrew Burghardt said the Plan should go forward to the public for comment.
16. Ozzie Ferguson agreed the Plan should be presented to the public.
17. Art Lomax had a number of specific comments that were dealt with later in the meeting. He suggested a public presentation of the Plan.
18. Bill Janssen said that after a detailed review of the plan it is time to gain momentum and present the Plan to the public. He noted that the Plan is still flexible and subject to change, so that further revision can and will occur.
19. Caroline Floroff stated that after considerable effort, the Plan has been improved from the original draft and should be presented to the public.
20. John Robinson was not opposed to this draft of the Central Area Plan.





21. Roland Karl had the following specific comments regarding the Central Area Plan:

a) Policy 4.9.3, page 29

The term "compatible streetscapes" should be more clearly defined. Does this mean streets that have the same type of buildings or received the same treatment in terms of street and sidewalk improvements?

Gil Simmonds suggested that the Urban Design Section be reviewed in order to clean up value-type expressions.

b) Policy 4.9.1.8, page 27

The term "key locations" should be defined further. Where are key locations?

c) Policy 4.9.1.13, page 27

The staffing implications of applying site plan control throughout the Central Area should be assessed for all Departments. Bill Janssen is to investigate further.

d) Policy 4.8.8, 4.8.9 and 4.8.11, page 24

Where are pedestrian links to be located? They should be shown on a map.

Locations of the links had been previously identified on a map, but they had been removed after discussions with the Traffic and Transportation Departments. It was agreed that these are general policy statements that provide for the development of pedestrian links.

e) Woonerfs

Woonerfs are identified as park space in the Plan. This is not appropriate since woonerfs are a means of addressing traffic situations, not providing parks. In addition, woonerfs may not be suitable since they have problems in terms of emergency areas, and snow removal, and may not improve parking in the area.

It is generally agreed that woonerfs could provide a solution to traffic problems and therefore the concept should remain in the Central Area Plan. It was also agreed that woonerfs should not be considered park space. The concept should be removed from the Park section and included in the appropriate sections dealing with traffic.



22. Art Lomax identified the following specific comments:

a) Page 2

CAPIC should be spelled out in full.

b) Policy 4.6.6 and 4.6.8, Page 18

The term "as a priority" should be removed from these policies.

c) 3rd Point, page 22

The term "to line" should be removed.

d) Policy 4.8.2, page 22

The policy should be revised as follows:

"Roads and sidewalks should be properly maintained at a high level.."

e) Policy 4.8.7(iv), page 24

Mixed use areas should be identified as a preferred area for parking facilities.

f) Policy 4.9.1.9, page 27

The term "sense of enclosure" should be clarified.

g) Policy 4.9.2.5, page 28

The intent of the policy is not clear and therefore the policy needs to be reworded.

h) 4th Paragraph, page 33

The following rewording was suggested:

"It is essential that a Central Area Plan Implementation Committee continue to be involved..."

i) Definition of Downtown, page 36

The southerly boundary of the downtown should include the area north of Hunter Street. Therefore, it could be defined as Jackson/Hunter.





23. Gil Simmons identified concerns with the environmental policies of the Plan. CAPIC agreed that she should provide suggested revisions to be incorporated into the Plan.
24. A vote was taken to endorse the latest version of the Central Area Plan in order to allow for public presentation and input. All members were in favour.

#### GO-TRAIN EXTENSION PROGRAM

25. Alderman Christopherson said the Consultants for the GO Train Extension Program have finished their technical analysis and have held an Open House. The Consultants have indicated that they will be willing to give CAPIC a presentation of the results of this analysis on January 8th. This should be of special interest to CAPIC members since they have indicated a desire to become involved in the planning of the program and have established a Sub-Committee to deal with the issue.
26. David Godley suggested that other interested groups and committees be invited to the meeting.

It was generally agreed that the meeting be just for CAPIC since the Consultants have indicated their willingness to meet other groups and CAPIC would like the opportunity to provide comments as a group.

27. Gil Simmons said the Social Planning and Research Council has identified problems with public participation in the process. Open houses are not enough. In addition, recommendations are being made prior to public input.
28. David Cohen agreed that the process being followed is not democratic and neither is the process being followed for the Perimeter Road. What these programs should do is inform citizens of the problems and issues and provide for input. Informed citizens provide for true public participation.
29. Russell Elman suggested additional information may be required prior to the next meeting. He suggested that maps showing ownership and zoning around the T.H. & B. station be prepared and circulated to members. A development freeze may be necessary to avoid any incompatible development or prevent speculation.

Information maps will be circulated with the agenda for the next meeting.



### "E" Zoning Study

30. David Godley said a Background Report has been prepared and an Advisory Committee is being established to review options for high density residential development in the Central Area. The study, which was initiated by CAPIC, will review the location and form of new high density housing.

Two members are required to represent CAPIC. John Nolan and Gil Simmons have already been appointed to the Committee to represent other groups.

Clodagh Stoker-Long, Mark Boyak and David Cohen all agreed to be on the Advisory Committee.

### HARBOUR COMMISSIONERS MEETING

31. Alderman Christopherson outlined our progress in discussions with the Hamilton Harbour Commissioners.

CAPIC had previous discussions with the Harbour Commissioners concerning our plans for the Waterfront and had requested a meeting with the Commissioners to discuss our plans in detail. Their response, dated September 6, and circulated at the meeting, indicated that it was their feelings that a meeting was not necessary at this time in light of their continued discussion with City Staff. Since the Commissioners are not required to go to the public with their plans we cannot require that they meet with CAPIC. Therefore, we can't go any further in trying to meet the Harbour Commissioners. CAPIC has done all it can.

32. Russell Elman suggested that a response be drafted to the Commissioners' letter which would leave the door open for any future meeting. All members were in favour of this action.
33. Alderman Christopherson said he would meet with Alderman Merling, former Chairman of the Harbour Committee and Chairman of the Transport and Environment Committee, which is now responsible for the Harbour, to discuss the problems with planning for the Harbour and appropriate positive actions.

### UNFINISHED BUSINESS - STAFF RESOURCES

34. David Godley said CAPIC's request for two extra staff members will not be taken to the Planning and Development Committee in the 1988 budget due to budget restrictions. However, it may be appropriate to include in the 1989 budget proposal. Extra staff is required in order to effectively implement the Central Area Plan which is to be approved next year.



NEXT MEETING

35. The next meeting is scheduled for January 8th, 1988 at 9:30. At this meeting the Consultant for the GO-Train Extension Program will present the result of the technical analysis phase of the Study.

ADJOURNMENT

36. The meeting was adjourned at 12:10 p.m.

BJ/dkp/CS  
Attach.

WP 0186P











CA40NHBL A05  
CE1P4C  
THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Planning and Development Department  
71 Main Street West, Hamilton, Ontario L8N 3T4

January 4, 1988

Refer to File No.

P5-4-7-9

Attention of

Your File No

TO ALL CAPIC MEMBERS

RE: NEXT CAPIC MEETING

Attached is some additional background information for our next CAPIC meeting scheduled for Friday, January 8, 1988 at 9:30 a.m. in Room 219. Included is a Globe and Mail article on CAPIC and the Hamilton Harbour as well as some background information on the GO Train Extension Program provided by the Consultant.

We hope you have all enjoyed the holidays and look forward to seeing you this Friday.

Yours truly,

*David Godley*

D. Godley  
CAPIC Co-ordinator

BJ:CS  
Attach.

URBAN MUNICIPAL  
JAN 6 1988  
GOVERNMENT DOCUMENTS





# Hamilton harbor row slows plans, city says

BY KEVIN MARRON  
Special to The Globe and Mail

## HAMILTON

A 16-year-old dispute over the development of the Hamilton Harbor has created a stalemate in the city's long-range planning process, members of a city committee said yesterday.

Citizen members of the city's Central Area Plan Implementation Committee said they were angry at the refusal of the Hamilton Harbor Commissioners to meet the committee to discuss plans for waterfront development.

Harbor development has been the subject of lengthy litigation and

acrimonious confrontations between the city and the federal Government-appointed commissioners since the early 1970s.

The two public bodies agreed to end their feud four years ago after settlements had been reached in several court cases. But they have been wrangling since about the implications of a court ruling that gave the city control over development of waterfront lands that are not required for shipping and navigation.

The issue resurfaced yesterday when a letter from the commissioners declining an invitation to a meeting was received by the city committee.

THE GLOBE AND MAIL

DEC. 5, 1987



## CONSULTING ENGINEERS

[illegible]

RE: GO Train Service Expansion Program  
Burlington to Hamilton Study  
Our File: W.O. 1655-87



McCORMICK, RANKIN & ASSOCIATES LIMITED • 60 BRIARWOOD AVE., MISSISSAUGA, ONTARIO L5G 3N6 • (416) 274-3477



## INTRODUCTION AND BACKGROUND

WELCOME TO THIS INFORMATION CENTRE. IT HAS BEEN ARRANGED SO THAT PEOPLE WHO ARE INTERESTED IN THE BURLINGTON TO HAMILTON SECTION OF THE GO TRAIN SERVICE EXPANSION PROGRAM CAN REVIEW THE RESULTS OF THE STUDY TO DATE AND DISCUSS THE PROJECT WITH REPRESENTATIVES OF THE STUDY TEAM.

THREE GO TRAINS PRESENTLY RUN FROM THE HAMILTON CN STATION TO TORONTO IN THE MORNING AND BACK IN THE AFTERNOON. FULL GO TRAIN SERVICE PRESENTLY RUNS BETWEEN PICKERING AND OAKVILLE AND IS PLANNED TO BE IN PLACE BETWEEN OAKVILLE AND BURLINGTON BY THE EARLY 1990's.

THE CURRENT STUDY IS TO INVESTIGATE THE POSSIBLE EXPANSION OF GO TRAIN SERVICE BETWEEN BURLINGTON AND HAMILTON.





## STUDY OBJECTIVES

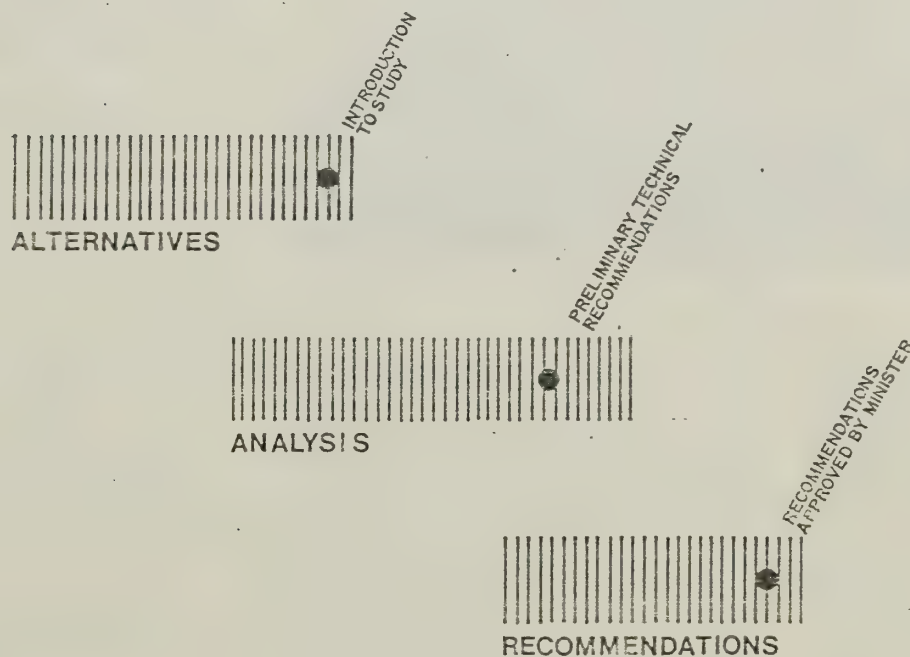
- TO DETERMINE LONG RANGE RECOMMENDATIONS FOR GO TRAIN SERVICE TO HAMILTON.
- TO PROVIDE FOR AN INTEGRATED LOCAL AND REGIONAL TRANSIT SYSTEM THROUGH THE DEVELOPMENT OF A SINGLE CENTRAL HAMILTON STATION.
- TO DEFINE STAGING PLANS THAT WOULD ALLOW FOR THE IMPLEMENTATION OF THE RECOMMENDATIONS.
- TO PROTECT A ROUTE AND PROPERTY FOR THE RECOMMENDATIONS.

Spring  
1987

Summer  
1987\*

Fali  
1987

Spring  
1988



## Public Information Centres

THE CURRENT STUDY WILL BE COMPLETE WHEN AN ENVIRONMENTAL ASSESSMENT REPORT DETAILING THE ALTERNATIVES, ANALYSIS AND RECOMMENDATIONS IS SUBMITTED TO THE MINISTRY OF THE ENVIRONMENT. THIS IS SCHEDULED TO OCCUR IN LATE 1988 OR EARLY 1989. CONSTRUCTION OF ANY RECOMMENDED FACILITIES CANNOT OCCUR UNTIL FINAL APPROVAL OF THE REPORT BY THE MINISTRY OF THE ENVIRONMENT.



# Open debate urged on GO extensio

## Hamiltonians concerned about choice of terminus

BY KEVIN MARRON  
Special to The Globe and Mail

HAMILTON

While planners are pressing ahead with a scheme to reroute commuter rail services into downtown Hamilton, citizens' groups are warning that the project could be derailed by a lack of public participation.

During the past 10 years, two attempts to bring rapid rail transit to Hamilton failed as a result of massive opposition from community groups, which maintained they were consulted too little and too late by the Ontario Government teams that recommended routes for the rail lines.

An agency that monitored citizen involvement in the two previous studies is now warning municipal politicians that the same mistakes are being made in a current study of alternative routes for an extended GO train service.

Urmaz Soomet, president of the Social Planning and Research Council says his organization's warning has been unanswered and apparently unheeded.

"Hamilton needs and wants the service, but we are concerned that an attempt to be expeditious may end up being a long way around," Mr. Soomet said in an interview.

In addition to the practical questions of convenience and cost, the decision about where to locate a commuter rail terminus involves the future shape of downtown Hamilton. Also at stake are two of the city's largest architectural landmarks.

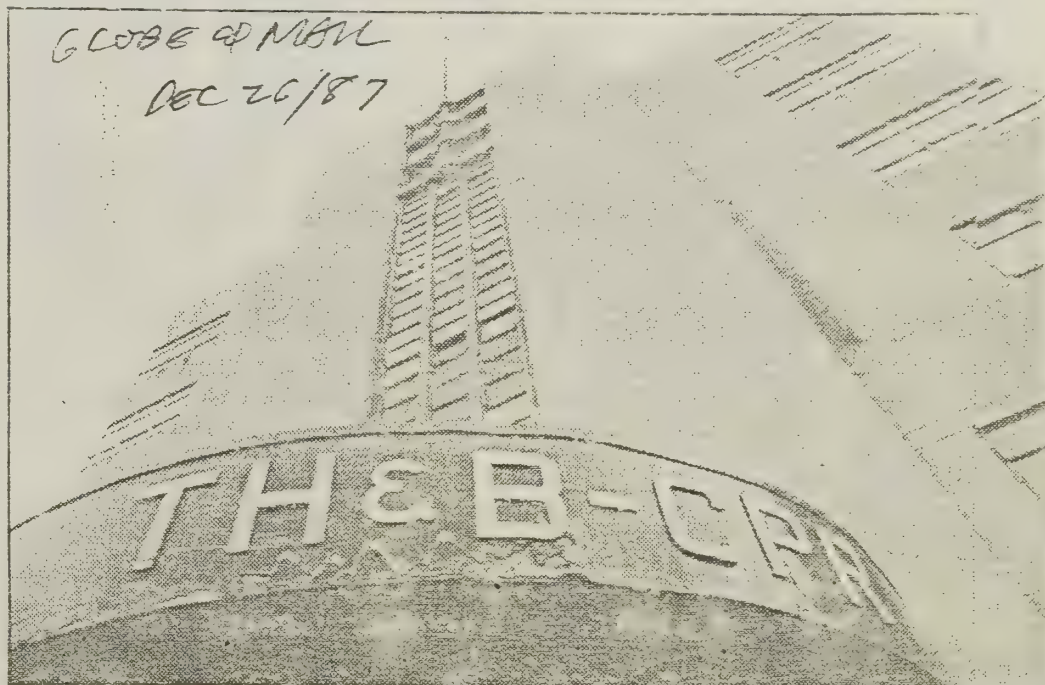
Critics of the study, which is being undertaken by engineering consultants and by staff of the Ontario Ministry of Transportation and Communications, say there has been no public debate on the broader issues.

The study team has been soliciting public opinion through open-house information sessions and meetings with individual groups, but critics say this method of consultation serves to minimize debate and fails to provide the basis for making an informed decision.

Consultants involved in the study say that about 80 of 100 people who answered questionnaires at open houses last month supported a preliminary recommendation to reroute GO services from the CN station in the north end of the city to the disused downtown station of Toronto, Hamilton and Buffalo Railway.

Municipal politicians have unanimously endorsed this concept.

Both the CN station, which now serves as the terminus for a limited rush-hour GO service, and the TH&B station are considered significant heritage buildings. But David Cuming,



JEFF WASSERMAN/The Globe and Mail

Consultants recommend the Hamilton, Toronto and Buffalo Railway station.

president of the local branch of the Architectural Conservancy of Ontario, says not enough consideration has been given to the effects of the plan on architectural landmarks.

Both stations were built in the early 1930s, but they are dramatically different. While the CN station is a massive classical building, similar in style to Toronto's Union Station, the TH&B station was designed in the period's innovative, functional "international style."

The TH&B station has fallen into disrepair since it ceased to be used as a passenger terminal in 1981, and there is little prospect for its preservation if it is not used for the GO service. While architectural conservationists fear for the future of the CN station if the GO service is moved, a spokesman for CN said it will continue to be used for VIA rail service in any event.

Commuters who use the rush-hour GO service favor the CN station, and have complained that they were not adequately consulted about the proposed change.

Planners maintain that the TH&B terminus would be more convenient and would stimulate downtown development.

That route would be significantly more expensive, because an expanded service would require the widening of a tunnel that brings trains into the centre of the city. A previous study, in which planners favored a different route, assessed the cost of widening the tunnel to be too high, and raised concern about the impact on surrounding buildings.

But Brian Ogden, who heads the present study team, says it is now believed that the additional construction costs may be less than \$40-million, and that there will be no harmful effects on nearby buildings.

David Cohen, a member of a citizens' advisory committee on downtown planning, says there is "a sizeable public expense involved here, and the decision is important in terms of how the city develops in future. But I don't think that when the decision is made it will be one that a lot of people know much about."

The CN station is about a mile north of Hamilton's most concentrated business and shopping area, and city planning committee chairman William McCulloch says it is unreasonable to expect people to travel "a mile of no man's land to get to the station."

But others argue that this could be used to encourage development to spread across a wider area of central Hamilton. They say it would enhance plans for recreational development of the waterfront in the north end and thus help the city implement its own long-range plans for the central area.

Gillian Simmons, a north-end neighborhood representative who is also a member of the city's Central Area Plan Implementation Committee, says she has yet to see any economic forecasts or long-range planning and transportation studies that are being considered in the study. "The general public has not been sufficiently informed about all the ramifications of this proposed shift."







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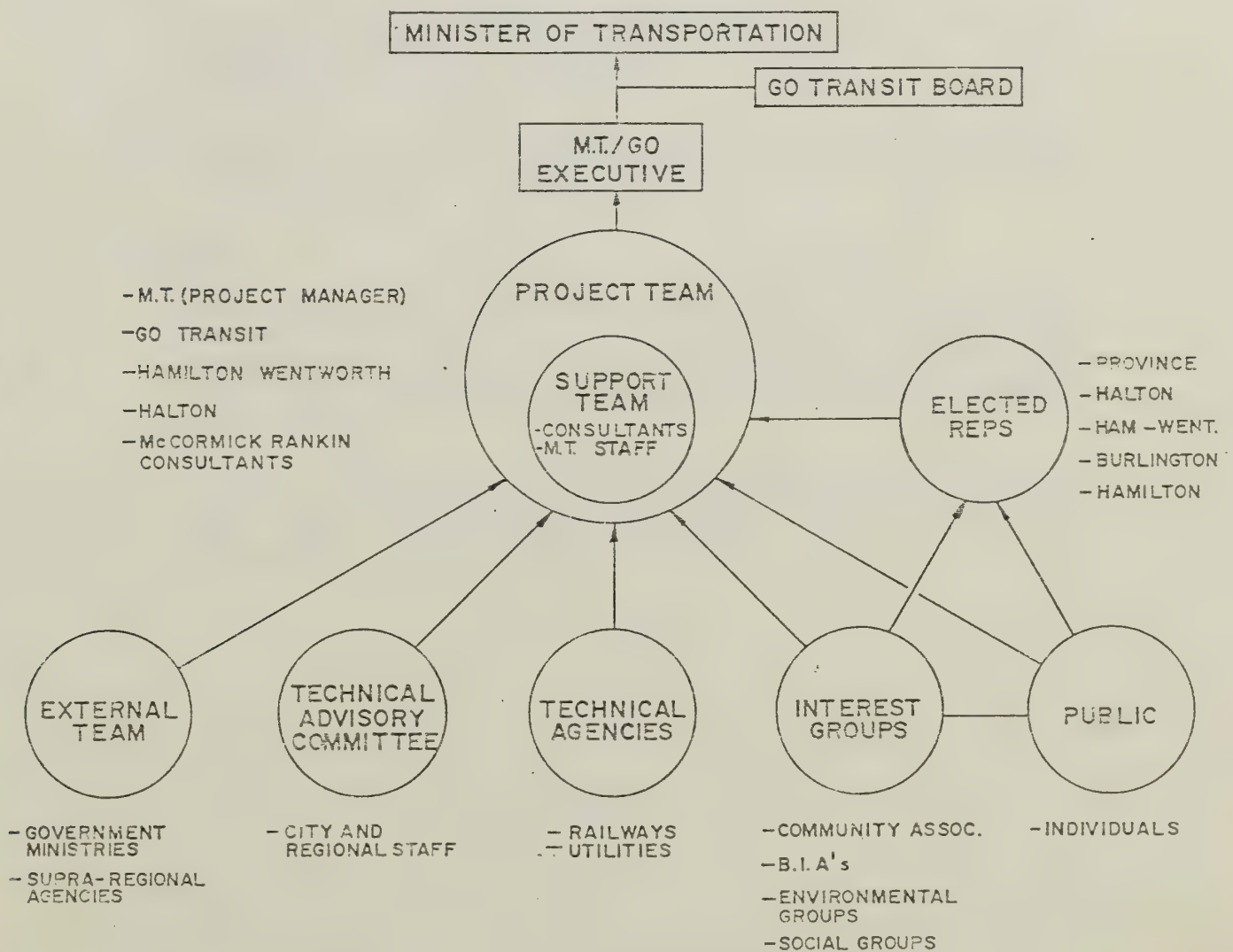
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## STUDY ORGANIZATION

THE STUDY IS FUNDED BY THE PROVINCE OF ONTARIO AND IS DIRECTED BY THE MINISTRY OF TRANSPORTATION AND GO TRANSIT THROUGH A PROJECT TEAM, WHICH INCLUDES REPRESENTATIVES FROM THE REGIONS OF HAMILTON-WENTWORTH AND HALTON. THE STUDY IS CARRIED OUT WITH INPUT FROM THE PUBLIC AND INTERESTED AGENCIES, AND A REPORT IS PREPARED WITH RECOMMENDATIONS FOR THE MINISTRY OF TRANSPORTATION. THE STUDY IS BEING CARRIED OUT IN ACCORDANCE WITH THE ENVIRONMENTAL ASSESSMENT ACT AND WITH COMPLETE AND OPEN PUBLIC INVOLVEMENT.







## PRELIMINARY TECHNICAL RECOMMENDATIONS

### ROUTE

- SUBJECT TO ENVIRONMENTAL ASSESSMENT APPROVAL, SHIFT EXISTING SERVICE FROM CN STATION TO CP/TH&B STATION.

### LEVEL OF SERVICE

- PROCEED WITH DETAILED SIMULATION BY CN AND CP TO DETERMINE VARIOUS LEVELS OF SERVICE AND TRACK REQUIREMENTS (E.G. AT TUNNEL).
- SUBJECT TO ENVIRONMENTAL ASSESSMENT APPROVAL, PROVIDE INCREMENTAL IMPROVEMENTS IN LEVEL OF SERVICE AS APPROPRIATE.

### STATIONS

- ESTABLISH THE REQUIREMENTS FOR THE STAGED IMPLEMENTATION OF THE INTEGRATION OF BUS AND RAIL SERVICES AT THE TH&B STATION. THIS FACILITY WILL BE THE FOCUS FOR DOWNTOWN HAMILTON ACCESS TO THE GO TRAIN SYSTEM.
- PROTECT FOR THE FUTURE STAGED IMPLEMENTATION OF A STATION AT WATERDOWN ROAD. THIS STATION WILL PROVIDE THE FOCUS FOR REGIONAL ACCESS VIA THE HIGHWAY NETWORK TO THE GO TRAIN SYSTEM.





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## ANALYSIS FACTORS

- TRANSPORTATION SERVICE
  - o RAIL
  - o BUS
  - o STAGING
- ECONOMIC EFFECTS
  - o COMMERCIAL
  - o RESIDENTIAL
  - o TOURISM
  - o ATTRACTION TO HAMILTON
- CONSTRUCTION COSTS
  - o RAIL COSTS
  - o STRUCTURE COSTS
  - o TUNNEL COSTS
- SOCIAL EFFECTS
  - o COMMUNITY INTRUSION
  - o NOISE
  - o CONSTRUCTION EFFECTS
- NATURAL ENVIRONMENTAL EFFECTS
  - o SENSITIVE AREAS
  - o VEGETATION
  - o WATER



GO TRAIN SERVICE EXPANSION PROGRAM - ANALYSIS OF ALTERNATIVES  
ECONOMIC EFFECTS

CRITERIA	CP/TH&B STATION		CN STATION	
	EXISTING	POTENTIAL	EXISTING	POTENTIAL
o Population within 750 m of station	12,890	14,120 *	6,900	6,600 *
o Employment within 750 m of station	21,860	26,750 *	7,330	10,070 *
o Residential unit development within 750 m of station	±7,540	±8,560	±2,960	±3,180
o Commercial development within 750 m of station (includes office and retail commercial)	207,200 m <sup>2</sup> *** (office only)	±555,600 m <sup>2</sup> **	Negligible	±55,700 m <sup>2</sup> **
o Tourist/Recreational attractions within 750 m of station	6 (Coppes Coliseum, Art Gallery, Football Hall of Fame, Convention Centre, Jackson Square, Hamilton Place)	8 (The 6 in existing + Theatre Aquarius and Eaton Centre)	0	1 (Waterfront Park)
o Compatibility of Terminal with Municipal Land Use/Development policies	Not applicable Terminal unused	Compatible	Compatible since already in use	Less compatible since not in development area

\* Population and Employment Figures Based on Year 2011 Ministry of Transportation Forecast

\*\* Based on 65% of Maximum Permissible Floor Area Under Current Zoning. Source: City of Hamilton

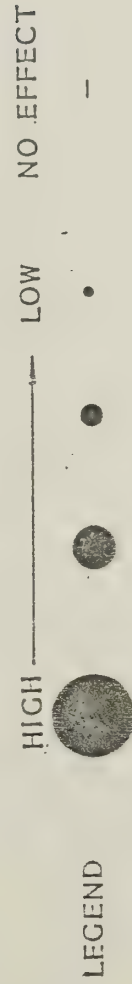
\*\*\* Source: Chambers & Co. Ltd., Hamilton Office Space Inventory, July 1987





GO TRAIN SERVICE EXPANSION PROGRAM - EVALUATION OF ALTERNATIVES  
ECONOMIC EFFECTS

CRITERIA	CP/TH&B FULL SERVICE	CP/TH&B PARTIAL 2-WAY	CP/TH&B IMPROVED 1-WAY	CN FULL SERVICE	CN PARTIAL 2-WAY	CN IMPROVED 1-WAY
o Likelihood of increasing/ reinforcing the number of people moving to Hamilton	●	●	—	●	●	—
o Likelihood of increasing/ reinforcing the draw to major tourism attractions	●	●	—	●	●	—
o Likelihood of increasing/ reinforcing attractiveness of the core to businesses	●	●	—	●	●	—
o Likelihood of stimulating/ reinforcing localized redevelopment and con- venience-order businesses	●	●	●	●	●	—





## LEVEL OF SERVICE

(1) THESE CN COSTS ARE BASED ON A PRELIMINARY ASSESSMENT THAT DOES NOT REFLECT A DETAILED SIMULATION OF OPERATIONS WITHIN THE CN YARD OR THE INTERACTION OF THE GO/CN/PERIMETER ROAD AND WATERFRONT PARK PROPOSALS. IT IS POSSIBLE THAT A FINAL ASSESSMENT WOULD RESULT IN SIGNIFICANTLY HIGHER COSTS.



## FUTURE WORK

THE FOLLOWING ACTIVITIES NEED TO BE CARRIED OUT BEFORE THE STUDY IS COMPLETE:

RAIL STUDIES: BOTH CN RAIL AND CP RAIL WILL UNDERTAKE DETAILED SIMULATIONS OF SPECIFIC GO TRAIN SCENARIOS TO DETERMINE THE LEVEL OF GO TRAIN SERVICE POSSIBLE FOR DIFFERENT TRACK REQUIREMENTS. THIS WILL DETERMINE WHAT LEVELS OF GO TRAIN SERVICE WOULD REQUIRE CONSTRUCTION OF NEW TRACKS IN AREAS SUCH AS THE ROYAL BOTANICAL GARDENS AND THE HUNTER STREET TUNNEL.

CONSULTATION: FURTHER CONSULTATION WITH INTEREST GROUPS, CITIZENS, TECHNICAL STAFF AND ELECTED OFFICIALS WILL OCCUR, PARTICULARLY DURING THE MUNICIPAL COUNCIL APPROVAL PROCESS AND PUBLIC REVIEW OF THE FINAL RECOMMENDATIONS.

DETAILED ANALYSIS AND EVALUATION: FURTHER ANALYSIS AND EVALUATION WILL OCCUR TO ENSURE THAT ALL THE TECHNICAL FACTORS AND PUBLIC INPUT ARE TAKEN INTO ACCOUNT BEFORE FINAL RECOMMENDATIONS ARE MADE. THE COMMENTS PROVIDED BY THE PUBLIC AT THIS INFORMATION CENTRE WILL BE PART OF THIS ANALYSIS.

ENVIRONMENTAL ASSESSMENT: AN ENVIRONMENTAL ASSESSMENT REPORT WHICH COMPILES ALL THE ALTERNATIVES, ANALYSIS AND EVALUATION DONE IN THE STUDY WILL BE PREPARED AND SUBMITTED TO THE MINISTRY OF THE ENVIRONMENT FOR GOVERNMENT AND PUBLIC REVIEW AND FINAL APPROVAL.

NEXT PUBLIC INFORMATION CENTRES: THE NEXT ROUND OF PUBLIC INFORMATION CENTRES IS SCHEDULED FOR SPRING 1988.





### LIST OF GRAPHIC DISPLAY PANELS

The following map and photo panels were on display at each Information Centre but are unable to be reproduced in this report:

1:25000	Key Plan of Study Area
1:25000	Alternatives
1:2000	Existing/Future Conditions in Study Area (four panels plus one duplicate panel of central Hamilton)
1:2000	Existing Bus Routes (Hamilton)
C.P. Station	development concepts
C.N. Station	development concepts
1:500	Plan/Profile - C.P. Rail Hunter Street corridor
1:2000	C.N. Hamilton Yard Existing Conditions and Proposals for Development
Photomosaics	Rail Storage Yards (Potential GO Train Storage Sites)
1:2000	Waterdown Road/Highway 403 Interchange Alternatives
1:2000	Station Alternatives (Not Recommended): Kay Drage Park and King/Main/403
1:2000	Plan/Profile - Ferguson Avenue Loop Alternative
1:10000	Photomosaic - Alternatives

Environmental Assessment Act (Displays provided by the Ministry of the Environment)



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## CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

P5-4-7-9

January 11, 1988

URBAN MUNICIPAL

JAN 19 1988

TO: ALL CAPIC MEMBERS

GOVERNMENT DOCUMENTS

RE: GO Train Extension Program - CAPIC Sub-Committee

As you are aware, CAPIC has established a Sub-Committee to review the implications of the GO Train Extension Program and establish a suggested position for CAPIC. Although John Nolan has been appointed Chairman of the Sub-Committee, members have not yet been appointed. Therefore, all interested members are strongly encouraged to attend the Sub-Committee's first meeting scheduled for:

Friday, January 15, 1988 at 8:30 a.m.

in the Board Room of John Nolan's offices  
500-20 Jackson Street West (Corner of Jackson and MacNab Streets)

Attached are relevant excerpts from the draft Central Area Plan Update for your information. These policies will provide the Sub-Committee with the basis of CAPIC's position on the extension of GO Train service. In addition, attached is a proposed agenda for the meeting.

If you have any questions, please call Bill Janssen at 526-4148. We look forward to seeing you at the meeting.

Yours truly,

David Godley

David Godley  
CAPIC Co-Ordinator

D.G.:nd

W.P. DOC. 0463P





CAPIC

GO TRAIN EXTENSION PROGRAM SUB-COMMITTEE

MEETING

Friday, January 15, 1988 at 8:30 a.m.  
in the Board Room, Nolan, Nolan and MacLean  
500-20 Jackson Street West, Hamilton

A G E N D A

1. Chairman's Rewards
2. Central Area Plan policies
3. Process and Procedures - process for Sub-Committee  
- meeting schedule and approach.

Suggested meetings include:

1. Route;
  2. Stations;
  3. Level of service; and,
  4. CAPIC's position.
4. GO Train Extension Program - discussion impact of the Program on the Central Area
  5. Other Business
  6. Next Meeting
  7. Adjournment

URBAN MUNICIPAL

JAN 19 1988

GOVERNMENT DOCUMENTS



- (iii) off-street parking lots will be encouraged in accordance with the policies of Section 4.9 (URBAN DESIGN); and
- (iv) Major parking facilities should be arranged as to minimize through traffic and be encouraged to locate in Mixed Use areas.

Pedestrian Movement	4.8.8	Council will encourage improvements to pedestrian circulation and an expanded pedestrian network in order to enhance attractiveness of the downtown core.
Vehicle/ Pedestrian Interface	4.8.9	Wherever feasible, vehicular and pedestrian traffic will be separated.
Pedestrian Access	4.8.10	Improved pedestrian access should be encouraged in the downtown core for the elderly, small children and the disabled.
Pedestrian Links	4.8.11	Pedestrian walkways will be encouraged to form a continuous green space corridor linking the Escarpment to the Bay. These links will provide access to parks, residential areas, the Downtown and other pedestrian destinations in the City.
Bicycle Routes	4.8.12	The safe, convenient use of bicycles in a way that minimizes conflicts with pedestrians and vehicles will be encouraged, through the provision of bicycle routes throughout the Central Area.
	4.8.13	A bicycle path system, similar to pedestrian links, will be encouraged to link the Escarpment and the Bay and provide access to parks, residential areas, the Downtown and other destinations in the City.
Public Transit	4.8.14	All forms of public transit should contribute to a convenient and coordinated system of transportation.
* Multi-modal Transportation Terminal	4.8.15	A multi-modal transportation terminal should be provided in an appropriate location in the Central Area.
* Rail Service	4.8.16	Existing commuter (GO Train) inter-city passenger rail services linking Hamilton, and all other centres should be maintained and improved.
Bus Services	4.8.17	The bus service between Hamilton and Toronto and Hamilton and surrounding communities within and beyond the Hamilton-Wentworth Region should be maintained and improved.



Bus  
Services

- 4.8.17 The bus service between Hamilton and Toronto and Hamilton and surrounding communities within and beyond the Hamilton-Wentworth Region should be maintained and improved.

Transit  
Links in  
the City

- 4.8.18 For the convenience of users, innovative methods will continue to be encouraged in order to improve the efficiency of public transit linking the downtown core and other areas of the City and beyond.

Air  
Service

- 4.8.19 The use of Hamilton Airport should be encouraged as a stimulant to the economic well-being of the Central Area.







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## CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

P5-4-7-9

January 13, 1988

TO: ALL CAPIC MEMBERS

RE: NEXT CAPIC MEETING

This is a reminder of the next CAPIC meeting scheduled for:

FRIDAY, JANUARY 22, 1988 at 9:30 a.m.  
in Room 219, City Hall

Attached is a copy of the Agenda for the upcoming meeting, as well as the Minutes for the January 8th meeting.

We look forward to seeing you all at the next meeting.

Yours truly,

*David Godley*

David Godley  
CAPIC, Co-ordinator

D.G.:nd

W.P. DOC. 0463P

URBAN MUNICIPAL

JAN 20 1988

GOVERNMENT DOCUMENTS





# CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

CITY HALL , 71 MAIN STREET WEST, HAMILTON, ONTARIO , L8N 3T4

## CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

### MEETING

FRIDAY, JANUARY 22, 1988 AT 9:30 A.M.

ROOM 219, CITY HALL

### A G E N D A

1. Chairman's remarks
2. Review of the Minutes of the January 8th meeting
3. Unfinished Business - GO-Train Sub-Committee
  - New developments
  - Central Area Plan
4. CAPIC membership and mission statement (See attached for original report and current membership)
5. Next Priorities - see attached for suggestions
6. Other business
7. Next meeting
8. Adjournment

For further information, please call Bill Janssen at 526-4148.

B.J.:nd

W.P. DOC. 0463P





CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE (CAPIC)

MEMBERSHIP

Alderman David Christopherson (Chairman)

John Nolan (Vice-Chairman), Chamber of Commerce

Dr. Andrew Burghardt (Dr. Bill Anderson - alternative), McMaster University

Mark Boyak, Hamilton Real Estate Board

Bruce Charlton

Russell Elman, Coalition on Sensible Transit and Durand Association

Ozzie Ferguson, United Senior Citizens of Ontario

Rev. Charles Forsyth, First Place

Arthur Lomax, Hamilton Automobile Club

Howard Mark, Local Architectural Conservation Advisory Committee

Gabriel Etele, Downtown Business Improvement Area

Kay Nolan, Hamilton-Wentworth Roman Catholic Separate School Board

Bruce Rankin, Hamilton Society of Architects

Gillian Simmons, North End Neighbourhood

Gloria DeSantis (Clodagh Stoker-Long, alternative) Social Planning and Research Council

Marvin Wasserman, King East Business Association

, Hamilton, District Labour Council

, Hamilton Board of Education

David Cohen, Corktown-Stinson Neighbourhoods

January 1988





THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Planning and Development Department  
71 Main Street West, Hamilton, Ont. L8N 3T4

4(1)

December 12, 1983

Refer to File No.

Attention of

Your File No.

TO: The Chairman and Members  
of the City of Hamilton  
Planning and Development Committee

SUBJECT

Central Area Plan Implementation

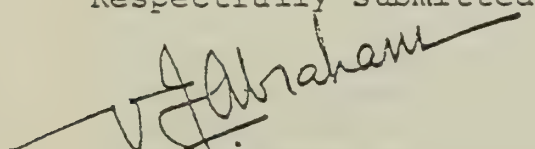
RECOMMENDATIONS

1. That Council endorse the Central Area Plan Implementation Strategy as a major project in the Planning and Development Department's 1984 work program.
2. That a Central Area Plan Implementation Committee be formed to oversee and direct the Central Area Plan Implementation Strategy.

EXPLANATORY NOTE

Because of the magnitude, importance and range of activities underway and planned in the Central Area, a system is required to determine priorities, assess impacts and provide strategies. The overall objective is to implement the policies of the Central Area Plan. A Committee of vested interests will assist staff in the implementation process.

Respectfully submitted,

  
V. J. Abraham, M.C.I.P.  
Director of Local Planning

J. D. Thoms, M.C.I.P.  
Commissioner  
Planning and Development

VJA:RC:pp

Attachments



## BACKGROUND

The Central Area Plan was adopted by the City of Hamilton in January 1981. It expressed new philosophies:

- that the Central Area should be promoted as the Regional Centre;
- that quality, people-oriented buildings and streetscaping should be introduced into the Central Business District to attract further growth;
- that mixed use development should be encouraged;
- that through traffic on King Street should be discouraged, and that a ring of car parks be established;
- that anchors along King Street East be established as counterpoints to Jackson Square; and,
- that the downtown be given priority for public investment, particularly the area east of James.

Staff generated a number of policies, based on these concepts, but no official body was appointed to carry through the implementation. However, a staff/political/business committee was set up at the request of downtown businessmen. This committee conceived the Downtown Action Plan. The du Toit group prepared the Downtown Action Plan focussing on three main issues - streetscaping in the downtown area, especially Gore Park, reduction of traffic on King Street East, and a promotion strategy for downtown business. This committee dissolved after the completion of the Plan. It was felt that perhaps the committee should have continued, but the Central Area Co-ordinating and Implementing Committee was formed to address certain important aspects of the Central Area Plan. This committee spawned the Downtown Action Plan and has also dissolved. It now seems appropriate to set up an advisory committee of vested interests to continue implementation of the Central Area Plan.

## NEED FOR AN IMPLEMENTATION STRATEGY

Implementation of the Downtown Action Plan is a major step in revitalizing the downtown. Implementation has started on a number of the recommendations e.g. Phase 1 street beautification, tourism promotion and co-ordination of business interests. Other recommendations in the Downtown Action Plan and additional activities are required to achieve the goals of the Central Area Plan.

Also, various projects are already underway, such as the arena/trade centre or the Sheraton Hotel, or in the planning stages such as the location of the new bus terminal and the GO-ALRT route and stations, which will create definite impacts on traffic, parking, transit, and new development. The effects of these projects must be carefully assessed, planned for and optimized within the overall context of the Central Area Plan's objectives.





Because of the importance of planning and co-ordination of all downtown activities and developments, a downtown development strategy is required. This 'strategy' would serve to implement the Central Area Plan which provides the philosophy but not the means to implement it.

### AREA OF STUDY

A downtown strategy would cover the core from Queen to Wellington and Cannon to the T.H. & B. with a bit of James Street North and South tacked on. This area coincides with recent downtown monitoring activities. A number of downtown plans are available from other cities for comparison. The Strategy would be developed within the context of the entire Central Area.

### ISSUES TO BE ADDRESSED

The Central Business District Strategy would address such issues as:

- Parking,
- Traffic,
- Transit,
- Residential development,
- Heritage,
- Promotion,
- Monitoring,
- New development, etc.,

Within the context of the downtown's goals as the commercial centre, a people place, a vibrant, healthy community and a good location for private investment.

The strategy would also recommend priorities for expenditure, to be fed into the budget system. In this way, ongoing expenditures in the central area can be properly co-ordinated. At the moment, separate bodies are deciding priorities on an ad hoc basis. Sometimes decisions are at odds with one another. Planning and co-ordination are the key.

### AN IMPLEMENTATION COMMITTEE

A committee drawn from various interest groups, in the same way as the Central Area Plan Advisory Committee, should be established to assist and advise City staff in the recommendations of the strategy and priorities.

The Committee would be responsible for the development of a Central Business District Strategy. It would also function on an ongoing basis as an advisory body reviewing all major proposals in the downtown. The Committee should also initiate monitoring of downtown activities and development, promotion of the Central Area, and a downtown inventory of available commercial space. A number of other projects mentioned in the Central Area Plan and the Downtown Action Plan require follow-up.



Representation on the Committee, possibly called the Central Area Plan Implementation Committee (CAPIC) should be drawn from:

- the Chamber of Commerce;
- The Business Improvement Areas and other business interests;
- L.A.C.A.C.;
- Durand Neighbourhood;
- the North End Neighbourhoods;
- Other neighbourhood representatives;
- Social agencies;
- Transport interests;
- Educational agencies;
- City Aldermen; and,
- others as recommended.

#### CONCLUSION

CAPIC is essential to ensure good planning and co-ordination of future downtown activities and development. The Committee, composed of vested interests in the downtown area, will ensure that proper weight is given to the impacts of all new activities in the downtown and that these impacts are considered prior to development taking place. Full implementation of the Central Area Plan, and all that it entails for a better Hamilton, is the intended result. The committee would, by its recommendations, steer the growth and development of the area to produce a central area for the future of which all can be proud.





# CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE MEETING

FRIDAY, JANUARY 8, 1988 - 9:30 A.M.

ROOM 219, CITY HALL

## MINUTES

### Members Attending

Alderman David Christopherson	- Chairman
Charles Forsyth	- First Place
Russell Elman	- Durand and Cost
Gloria DeSantis	- Social Planning and Research Council
Bruce Rankin	- Hamilton Society of Architects
Andrew Burghardt	- McMaster University
David Cohen	- Corktown-Stinson
Kay Nolan	- Separate School Board
Arthur Lomax	- Hamilton Automobile Club
Mark Boyak	- Hamilton Real Estate Board
John Nolan	- Chamber of Commerce
Gabriel Etele	- Downtown B.I.A.

### Regrets

Gil Simmons	- North End
Ozzie Ferguson	- United Senior Citizens
Allan Calvert	- Economic Development Department

### Guests (GO Train Extension Program)

John Sutherns	- McCormick Rankin
Brian Ogden	- Ministry of Transportation and Communications
Steve Schijns	- McCormick Rankin

### Staff

John Robinson	- Community Development Department
Robert Martiniuk	- Real Estate Department, City Architect
Roland Karl	- Traffic Department
David Godley	- Local Planning
Bill Janssen	- Local Planning



### CHAIRMAN'S REMARKS

1. The Chairman called the meeting to order.

### MINUTES OF THE PREVIOUS MEETING

2. The minutes of the December 4th meeting were adopted.

### UNFINISHED BUSINESS

3. Bill Janssen said the High Density Residential Study (E-Zone Study) is now well underway. A background report has been completed and an Advisory Committee established, which includes CAPIC representatives. The Advisory Committee meets every Monday night from 7:00 to 9:00 p.m. in Room 219, City Hall. All interested members are invited to attend. The next meeting scheduled for Monday, January 11th may be of particular interest for members. Rob Marshall from A. J. Diamond will be giving a slide show presentation on alternative forms of high density housing and the cost implications of these different forms.

### GO TRAIN EXTENSION PROGRAM

4. John Sutherns outlined the progress of the GO Train Extension Program and the results of the Technical Analysis which is now complete. He said public information forums were held in Hamilton and Burlington with approximately 400 people attending. The public provided strong support (at a ratio of four persons to one) for shifting the GO Train service from the CN Station to the T.H. & B. Station.

He noted that the Study has examined a variety of alternatives, including:

- o levels of service;
- o routes;
- o station location; and,
- o staging.

A number of issues were used to evaluate the different options. These are:

#### i) Transportation Service

It is important that the GO Train service be fully integrated into the existing public transportation system. Consideration was given to shifting existing transit routes to tie into service at both proposed stations (CN & T.H. & B.). While it was fairly simple to tie into the T.H. & B. Station because of its proximity to the downtown, it would be difficult to alter routes to feed into the CN Station. In order to integrate transit service at the CN Station, routes would either need to be substantially altered, thereby forcing people not using GO out of the way, or a shuttle bus would be required to link-up to the CN Station which would reduce GO Train ridership.



Both Stations were also considered for expansion providing for inter-modal integration, as well as providing for parking and additional commercial development. Station expansion was considered in a three-stage approach.

- o Stage 1 would be the integration of buses onto the site to provide for access and bus bays;
- o Stage 2 would provide for the relocation of the bus station with fully integrated inter-modal service and an extended parking area.
- o Stage 3 would also include a multi-level building incorporating both a parking ramp and commercial development.

Although both stations could accommodate future redevelopment, the T.H. & B. Station would better provide for integrated transit service and on this basis is preferable in terms of transportation service.

ii) Economic Development

An economic analysis was undertaken on 750 m radii around both train stations. The analysis evaluated existing and potential development, zoning and possible changes in land use. With the T.H. & B. radius there is a potential for 500,000 m<sup>2</sup> of commercial development on lands already zoned. Within the CN radius there is only a potential for an additional 50,000 m<sup>2</sup> of commercial floor space. The T.H. & B. Station also is preferable in terms of tourism in light of its proximity to Copps Coliseum, shopping facilities, Hamilton Place and the Convention Centre.

Although it is recognized that the extension of GO Train services will not be a trigger for development in itself, the availability and potential for new development makes the T.H. & B. Station more attractive in terms of economic development.

iii) Capital Costs

The cost for GO Train services vary between stations and track requirements for different levels of service. Minimal costs at \$11 million (CN Station) and \$20 million (T.H. & B. Station) are required for the additional Waterdown Station and switching and track requirements. Maximum costs are \$112 million (CN Station) and \$141 million (T.H. & B. Station).

Costs for different levels of service will be determined through detailed simulations by CN and CP, to be undertaken in the next phase of the study.





iv) Social Implications

The major social implications associated with the GO Train service is noise and vibration. There will be some homes affected in Aldershot. This, however, is common to both routes. The CN Station route doesn't go past many homes and, therefore, will have a minimal effect on residents. The T.H. & B. Station route would go through a densely populated area and therefore increase noise and vibration. However, since trains are already going along this route, there would not be a major change to present noise and vibration levels. It is also recognized that traffic circulation changes and development pressures around the T.H. & B. Station will also have a negative impact on the Durand Neighbourhood.

On this basis, the CN Station is preferable in terms of social effects.

v) Natural Environment

The effect of both the CN and CP routes on the natural environment are the same since cuts and fills are required for both. The natural impact will vary depending upon track requirement.

Both routes will be subject to an Environmental Assessment approval process.

Based on the above analysis, the T.H. & B. Station route has been recommended as the technically preferable option.

The next steps in the study are to:

- o have CN and CP undertake detailed simulations of train activities and determine track requirements, in light of service levels;
- o provide for the detailed aspects of a multimodal station including the number of buses accommodated, number of bays and affects on surrounding area; and,
- o proceed with the detailing of impacts associated with the extension of GO Train service and address mitigation of negative impacts.

It is expected that work will be completed in the Spring, and the Plan will be completed in May/June 1988. The Plan will then be presented to Councils and public as the Minister's recommendations.

5. Alderman Christopherson asked about the parking required for the station and what will be provided on site.

John Sutherns indicated that the T.H. & B. Station presentation provides about 200 spaces which could be provided and increased on site through a multi-level parking garage, which can be physically accommodated on the site.



6. Alderman Christopherson asked if the requirements and negotiation required for an inter-modal station between City, Region and Province will slow down the process.

John Sutherns said discussions are already starting between the H.S.R. and GO about the station to meet and address needs at an early stage.

7. Kay Nolan asked if the idea of providing a connection between stations along Ferguson Street has been eliminated.

John Sutherns said such a connection was eliminated since some new tracks would be required, would be costly, and that such a connection would have to be elevated at a cost of \$304,040 million and require demolishing approximately 15 homes and 4 to 5 commercial establishments.

8. Andrew Burghardt asked if there are one or two tracks in the Hunter Street tunnel.

John Sutherns said the tunnel was originally built to accommodate two tracks, however, it reverted to one track when renovations occurred in 1953. Two GO trains cannot be accommodated side-by-side in the tunnel.

9. Robert Martiniuk asked if consideration was given to the further extension of GO-Train services to the east.

John Sutherns indicated that at present there is not enough demand for the extension of services into Niagara. Niagara is presently taking a detailed look at its transportation system including public transit.

10. Robert Martiniuk asked if the Waterdown Station would provide competition with the downtown and possibly draw away potential development.

John Sutherns stated that the GO-Train service would not likely trigger new development. He indicated that there are already trains running, but that no substantial development has yet occurred because of GO-Trains. Waterdown will attract drivers that would not go into the downtown because of the lack of parking which can be provided at the Waterdown site. A westerly station has been planned as part of the extended services from the outset.

11. Russell Elman asked if increased levels of services could be established in order to stimulate new demand rather than just meeting demand. He stated that the mix of bus and train services should be co-ordinated, ensuring the present commuter service is improved.

John Sutherns said increasing service without the ridership may be difficult. The analysis indicates that there is not a large pent-up demand at the present time. Consideration will be given to phasing of increased levels of services.

Brian Ogden said co-ordination of both rail and bus service is being addressed in the Study. The operators are tied into the Study through representation on the project team.





12. Charles Forsyth asked where the train will be stored.

John Sutherns said trains could be stored at both the Willowbank and Kinnear Yards (Victoria Street).

13. Charles Forsyth said that the inter-modal aspect of the Program is important. A high quality mix of trains and buses would provide effective and flexible service which will attract riders. CAPIC should examine what is the best mix of the two.

14. Arther Lomax said with the proposed development of the inter-modal station, space available for parking will be at a premium. Parking in the station area is already at a premium, with people, other than commuters, using spaces. Therefore, the demand for parking in Waterdown should be evaluated. Consideration should be given to where people come from and how they will get to the stations.

He said that trains will only be operating one way, however, there may be opportunity for people commuting both way, e.g. people coming in from Burlington and Oakville in the mornings.

Brian Ogden stated that it has always been the intent of the study that two stations be developed:

- 1) A downtown inter-modal station; and,
- 2) A highway orientated station attracting drivers from outside urban areas and providing a substantial amount of parking.

From the analysis undertaken, it has been determined that some parking could be provided, however it will be at a cost. It has not yet been determined who will provide the parking or what the costs to the public will be.

15. David Cohen asked how either the CN Station or T.H. & B. Station will handle all the activity at peak times.

Brian Ogden said that as at the end of a line, peak activity will not be a problem. This will not be a situation like Union Station in Toronto, which is the centre of the system.

16. David Cohen asked if a survey of residents in the Hunter Street tunnel area was undertaken in order to get their reaction to the Program.

Brian Ogden said that no survey had been undertaken, however every effort has been made to allow for public comment and involvement.

17. Gloria DeSantis asked about the level of public involvement and how comments from the public have been used in the Study.

Brian Ogden said the public has been involved through the open houses and presentations to Councils and local groups. Comments from the public were considered in the Study and there have been attempts to address concerns.



18. In answer to another question from Gloria DeSantis, Brian Ogden replied that weightings had not been given to each of the types of impacts shown on the chart.
19. Alderman Christopherson said that a Sub-Committee has been established by CAPIC with John Nolan as Chairman. Membership has not yet been set so interested members should contact Bill Janssen or John Nolan. The Sub-Committee should meet this month (first meeting - January 15th at 8:30 in John Nolan's office).

#### NEXT MEETING

20. The next meeting is scheduled for January 22, 1988 at 9:30 a.m. This meeting will focus on a review of the formal structure and make up of the Committee, as well as, look at the next priorities for CAPIC.

#### ADJOURNMENT

21. The meeting was adjourned at 12 noon.

BJ:dkp

WP 0186P



## CAPIC - POSSIBLE ACTIONS

### 1. Central Business District (CBD) Study

- define CBD;
- development scenarios for key blocks;
- strategy for parking (including parking garages); and,
- opportunities for increased pedestrianization.

### 2. Downtown Zoning Review

- review "I" (Central Business District) and "HI" (Civic and Institutional) District regulations to encourage mixed use and residential development.

### 3. Parking Zoning Review

- review of parking regulations of the Zoning By-law in terms of:
  - o screening;
  - o setbacks;
  - o parking as permitted use; and,
  - o required spaces.

### 4. Tourism and Promotion - Central Area

- develop an overall tourism strategy to draw tourism and conventions to the Central Area;
- review locations for tourist facilities; and,
- evaluate means to improve tourism, such as improved signage.

### 5. Review Downtown Action Plan

- although parts of the Downtown Action Plan are being implemented by the Community Development Department, some of the ideas in the Plan remain to be addressed.

### 6. PRIDE Program in Edmonton

- examining Edmonton's Program to Improve Downtown Edmonton, a program used to encourage joint private public development in the downtown in a development corporation style.





7. Interconnection of the Waterfront and Downtown Core

- development and implementation of pedestrian/vehicular/bicycle links between the waterfront and the downtown and the economic compatibility of the two magnets (similar to CAUSE Study previously promoted by CAPIC).

8. Bonus for New Development

- zoning by-law bonus in terms of height and density in order to implement policies of the Central Area Plan, eg:
  - o preservation of buildings;
  - o innovative development;
  - o increased residential development;
  - o social housing; and/or
  - o amenity areas.
- bonusing has reached sophisticated levels in the City of Toronto and new guidelines are being established.

9. Role of Urban Design Committee

- review and evaluate the role and performance of the Urban Design Committee and make the appropriate recommendations.

10. Monitoring and Information

- required information on the Central Area such as:
  - o building activity;
  - o commercial space;
  - o rental rates; and,
  - o vacancy rates.
- production of information bulletins.

BJ/dkp

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